

AMERICAN Railroad Journal

ESTABLISHED 1831.

Steam Navigation, Commerce, Finance, Banking, Machinery, Mining, Manufactures.

SECOND QUARTO SERIES.—VOL. XXXVII, No. 40.]

NEW YORK, OCTOBER 1, 1881.

[WHOLE No. 2,371.—VOL. LIV.]

RAILWAY TRAVEL IN RUSSIA.

IF there is a country in the world for whose special benefit railways may be said to have been invented, that country is decidedly Russia. From St. Petersburg to Moscow the distance is six hundred and four versts, or four hundred and three English miles, and the night train travels over it in fifteen hours, or at the rate of twenty-six miles an hour, not reckoning stoppages, which is considered fair average speed on the Continent. In posting times all that horseflesh by the most strenuous efforts had been made to achieve was the conveyance of the imperial mails between the two cities in five days and five nights, or one hundred and twenty hours, the rate being three and a half miles hourly. The gain in time was, perhaps, greater in this than in any other country; but in no country has that speed, which is after all the only real advantage of railway traveling, been less counteracted by its undeniable drawbacks. In England, for instance, the railways have robbed us of all the charms of the road—the shady park, the breezy common, the crowding villagers, the chaff of driver and hostler, the ingle nook at the wayside inn, the foaming ale of the stirrup cup; in France and Italy, of the sight of the hundred minor towns, with their cathedrals and town halls in the market place, the luscious fruits, the lively faces, the quaint costumes which enlivened us at every stage. We traveled then through the life of the country. All we enjoy now is the blank dead wall of the station, the thronged platform, the piles of luggage, the engine shriek, the stale sandwich, the hurry-scurry, the sour look of fellow passengers, more thankful for our room than our company, and from station to station two hours' prison, boxed up, locked up at the guard's discretion, the express tearing away deaf to our sufferings or dangers, cooped up with bears or bores, and with the chance of falling in with a Muller or a Lefroy.

In Russia alone railway traveling may be said to have been all gain and no loss. There is no line in either hemisphere that comes up to the comforts and luxuries of the Moscow and St. Petersburg line: roomy and lofty saloon carriages; a wide seat, a fauteuil lit,

a light luggage net for every traveler, a toilet-room at the carriage end; regular halts at convenient intervals, the finest stations, the best supplied and cheapest refreshment-rooms, and loftiest, widest, cleanest platforms to stretch one's legs in; and everything everywhere contrived to protect you from winter cold or summer heat—a great improvement, all this, upon the cramped open sledge, with the thermometer 30 degrees below zero, and the cold creeping in and curdling your blood under your fur coat, cap and boots, the snow and fleet pelting your face, a pack of wolves howling in your rear ready to catch the hindmost, and the motion of the sledge over snow furrows causing you to look up and down in your seat like a log on the waves, with an upset now and then, and "many passengers regularly sea-sick;" yet even all these miseries preferable to summer traveling with the stifling heat and blinding glare of a twenty-two hours' day, and the dust both stifling and blinding, and the jolting that broke every bone in your skin.

The Russian travels fast and with the happy consciousness that neither in town nor country does he leave anything behind him worth loitering for. Even Murray, who is bound to say something, has but little to tell us about Chudowa, Volkova, Tyer, Klin, and other localities the train stopped at on our route. And as for the country—the panorama is almost everywhere the same dreary flat from end to end, the earth spreading far and wide like a broad dish all around to the horizon, and the blue vault of heaven encompassing it like a dish-cover—the very idea of the universe as man conceived it before Galileo put spectacles on his nose and made him see "more worlds than one."—*Correspondence London Times.*

THE TELEGRAPH IN JAPAN.

THE telegraph was introduced into Japan in 1871, and since that year it has experienced there, as elsewhere, a remarkably rapid growth. At the beginning of last year the Japanese telegraphic system comprised 3,929 miles of line and 9,345 miles of wire. During last year the total number of telegrams reached 1,272,756, of which about 96 per cent

were in Japanese. Including the five submarine cables, the total receipts were £108,323, and the expenditures £101,674. It was the first year when the lines returned an excess of revenue. Operators are trained from among the youths of Japan in a special school recently opened for that purpose. During this year 227 were appointed to positions and 77 still remain under tuition. They are taught to write English and French. For 20 characters in the Japanese language, for a distance of 60 miles, the average rate is about 3 sen, or a little less than 2 cents. This is taking the entire line from Tokio to Nagasaki as a basis. But for shorter distances the rates are higher. From Tokio to Yokohama messages are transmitted for 7 sen, or about 4½ cents. There are 112 offices open for general traffic, besides 70 other connected with the Government, the railways, or the police. About 350 Morse instruments are used and 29 telephones.

THAT the railroad is counted as one of the chief allies of the governments throughout the world is emphatically and curiously shown by the measures just being taken by the Chinese Government for the construction of railroads and the reasons for doing so. In the past, as is well known, a strong prejudice has prevailed in China against railroads. So strong was this prejudice that not long ago the Emperor bought up a railroad that had been constructed by foreign capitalists and had it removed. The recent fears of a Russian invasion, however, have greatly changed the sentiment, the Ministers who had to prepare for war being greatly hindered by the absence of means for the transportation of troops and supplies. The Empire has been convinced that it is defenceless without railroads and telegraphs, and preparations are now under way for the construction both of important railroad and telegraph lines. About a year ago the Emperor or his counsellors gave their sanction for a telegraph between Peking, Tientsin and Shanghai, which will probably be completed this year, and but little doubt exists that all the great cities of the empire will shortly be united by telegraph. Imperial permission has also been obtained for a railroad from the capital to the

port of Tientsin, a distance of 70 miles, and from there to the river Yang-tze-Kiang, 500 miles further south. The movement is a significant one, as showing the forces which are ever at work compelling antiquated prejudices and unfounded superstitions to yield before the advancement of modern ideas and the demands of progress.

A Family of Inventors—The Brothers Siemens

It would be difficult to find a family more richly endowed with intellectual power and inventive genius than that of the late Ferdinand Siemens, of Lenth, near Hanover. The sons of this gentleman numbered eight, of whom five are still living. As eminent engineers, as men of enterprise, they stand in the first rank, and three of the brothers have, through their inventions, attained a world-wide fame.

The eldest brother, Werner Siemens—the "Berlin Siemens," as he is generally designated—was born at Lenth, near Hanover, in 1816. He received his education at the Gymnasium of Lubeck, from whence he went to Berlin, and entered the Prussian artillery as a volunteer. His eminent talent soon opened to him the doors of the Military School in Berlin; but the theories of velocity and the effects of projectiles seem not to have had much attraction for him, and he turned his attention mainly to practical chemistry and physics. Thus his first invention (1841) was eminently a peaceful one—namely, a new method of gilding and silvering by galvanic deposit. A few years later he constructed, along with his brother William, a new "governor" for steam engines which attracted much attention, and had an extensive application. In 1845 he brought out—also in conjunction with his brother—the well-known process of anastatic printing, which also met with similar success. On the introduction of electric telegraphs, Werner Siemens's name took a prominent place. The conducting wires, being at that time laid under ground, required an insulating covering. For this purpose Werner Siemens employed gutta-percha; and the machine constructed by him for covering is even now used in the manufacture of cables. In 1850 he left the army, and with the valuable aid of Mr. Halske, a practical mechanical engineer, founded the far-famed firm of Siemens & Halske. This establishment soon grew to large dimensions, and became one of the chief centres for the application of electricity and magnetism to the industrial arts, while at the same time affording a means of practical training for many young engineers. In 1855 Werner established the pneumatic dispatch system, which his brother William in 1871 introduced into England. Since 1854 Siemens Brothers have had in St. Petersburg a large manufactory for telegraph apparatus, and this business was, till 1863, conducted by Carl Siemens. Werner Siemens is a partner of the London firm of Siemens Brothers; indeed, the three firms of Berlin, London and St. Petersburg are the common property of the brothers Werner, William and Carl. From these three centres issue forth many branch establishments; even in the far Caucasus the brothers possess copper works and oil springs. From this may be gathered the magnitude and importance of their undertakings.

Werner's newest invention is the electric railway, a model of which, exhibited at the late Berlin Industrial Exhibition, gave as much pleasure as it called forth appreciation. Many honors have been conferred on this most fertile inventor.

Here we may now say a few words with regard to

Carl Siemens, born 1829. As an inventor he does not come much into the foreground, but the brothers owe much to him for the energy with which he has helped to further the extension of their inventions, more especially in Russia. As formerly in St. Petersburg, so lately in London he conducted the telegraph business with eminently practical results. He has now returned to St. Petersburg, to be at the head of the establishment there.

The London brother, William Siemens, was born at Lenth, 1823, and he also received his preparatory education at the Gymnasium of Lubeck. His practical work began at the engine works of Count Stolberg. In 1843 it was arranged with his brother Werner that he should visit England, in order to introduce the method of gilding and silvering by galvanic deposit. A year later he returned to England to patent the brothers' joint invention of the differential governor for steam engines. In the same year was brought out the process of anastatic printing, also an invention of the two brothers.

Between the years 1844 and 1847, William Siemens was engaged in railway works, in improving Hoyle's calico printing, and in the invention of his chronometric governor. Several of these governors are in use at the Royal Observatory at Greenwich, for controlling the motion of transit and recording instruments. In 1846 he introduced the double-cylinder air-pump, which even to the present day is extensively used. In 1851 he introduced his celebrated water-meters (beautiful through their simplicity), which are extensively used in this country and on the Continent. As regards practical importance and economy in fuel, the invention of the regenerative gas furnace, which he worked out in conjunction with his brother Frederick Siemens, may be looked upon as his greatest discovery, and one which should alone secure for the brothers a world-wide reputation. For the laying of submarine cables, William Siemens planned and had built by Messrs. Mitchell, of Newcastle, the well-known steamer Faraday, which has proved itself perfectly adapted for the work. The Indo-European lines, as well as several Atlantic cables, were manufactured at the telegraph works of Siemens Brothers at Woolwich. The most important of these submarine telegraph enterprises was the Direct United States Cable, for which the Faraday was constructed, and with the laying of which Carl Siemens was entrusted.

The fourth of these highly-gifted brothers Frederick—the Dresden Siemens, as he is called—was born in 1827 at Mensendorf, near Lubeck, a large property rented by their father. Frederick, like his brothers, was intended to pass through the classes of the Gymnasium of Lubeck, but having reached the third class, the desire of liberty urged him to abandon his place on the school bench and to go forth into the world. He went on board a merchant ship when scarcely sixteen years of age, and there this youth, whose mental capacities afterward proved so great, had to work as a common sailor. After two years of this seafaring life, his brother Werner tried at Berlin to get him into the Prussian marine service. In the meantime Frederick was allowed to assist in the manifold experiments of his brothers. This chained him with a very different power from that which bound him to the ship, and out of the young sailor there was soon formed a clever, industrious assistant, who was also an originator.

In 1848 Frederick went to England, and continued his practical studies with his brother William. The principal interest was the newly discovered regenerative system, and he was so fortunate as to make this system practical by its application to the ordinary furnaces, where a very high temperature is required. In 1858 Frederick built, in the works of

his brothers in Berlin, the first regenerative gas furnace, which was the precursor of the many now employed in Germany, Austria, etc. The second brother, Hans, possessed a large glass manufactory in Dresden, and on his death in 1867 Frederick undertook the management of this establishment, and concentrated his great talents on perfecting the manufacture of glass. His works at Dresden, as regards the quantity exported, may be considered the most important in Germany. He has established three other factories in Bohemia and Saxony, which give employment at present to 2,000 workmen. The application of gas furnaces to glass-making was a marked epoch in this branch of industry. Important, also, is his invention of the continuously working glass furnace, in which the materials are inserted, and flow out thoroughly melted and ready for working. A further discovery is a new method of cooling glass quickly, and thus producing "toughened glass." This material will soon compete, for many purposes, with wood and iron. Its power of resistance is extraordinary, and even surpasses that of cast-iron. Frederick has also turned his attention to the possibility of producing a "motor" to perform cheaply and efficiently those small operations in workshops and households which have still to be done by manual labor—such as turning the grindstone, churning butter, driving sewing machines, etc. Although his idea has not yet been realized, his hot water "motor," devised on a new scientific principle, has come near the fulfillment of it, and obtained for him at the Vienna Exhibition of 1873 the medal for progress. The newest invention of Frederick Siemens is known as the regenerative gas-burner, one of the most important improvements in the system of illumination. The effect produced by this gas-burner approaches very nearly that of electric light.—*Cassell Magazine.*

Population of Great Britain.

According to the decennial census, which was taken on the 3d of April last by the agents of the Registrar-General in England, Ireland, Scotland and Wales, the grand total of the inhabitants of the United Kingdom living at midnight on the date mentioned, including the army and navy, and the Channel Islands, was 35,246,562; the excess of females over males was 738,668. The total increase of population since the census of 1871 has been 3,401,181. The population of England alone is 24,608,391. London has a population of 3,814,571 and Scotland of 3,734,370, so that the population of London exceeds that of Scotland by 80,201. Wales has a population of 1,359,895, the Isle of Man 53,492, the Channel Islands 87,731. The army, navy and merchant service give an aggregate return of 242,844. The population of Ireland, estimated by the returns previously reported, is 5,159,838, as against 5,412,977 in 1871, showing a decrease in the ten years of 252,548.

PRESIDENT BOND, of the Philadelphia and Reading Railroad Company, states that the Board of managers of that company will make a report to the annual meeting of stockholders in January next, covering the history of the corporation for the year. Some statement of the affairs of the Railroad and Coal and Iron Companies may be made prior to that time, but this will depend entirely upon circumstances. Material has been prepared for any publication that may become necessary, but the expediency of making such a review in advance of the annual meeting has not yet appeared.

AMERICAN Railroad Journal

PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL CO.,

At 23 Liberty Street, New York.

Subscription, per annum, in advance..... \$5 00
Foreign Subscription, including postage..... 6 00

Purchases for the AMERICAN RAILROAD JOURNAL CO. are authorized only by the written order of Geo. F. Swain, Treasurer; and the Company will not be responsible for the payment of bills unless accompanied by such order.

Payments for advertising and subscriptions should be made by check payable to order of the Treasurer.

BRANCH OFFICE:

53 Devonshire St., Boston, Mass.

Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, London, E. C., England, is the authorized European Agent for the JOURNAL.

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New York, Saturday, October 1, 1881.

Entered at the Post Office at New York City as Second-Class Mail Matter.

A RECENT decision in Kentucky goes a little farther in defining the status of telephone companies than any we have yet seen. The leading case (American Union Telegraph Company vs. The Bell Telephone Company) decided that telephone companies could not make contracts to deliver messages to and for a single telegraph company, but must deliver such messages whithersoever their customers ordered. The case we have cited elsewhere extends the rule a little farther by declaring that although a telephone company may exercise dual powers and carry on two distinct kinds of business, that it cannot escape its liability to the general public and must be considered as acting in both relations and must act with perfect impartiality toward all its customers.

THE parties who have been particularly urgent in asking Congress for appropriations for improving the Mississippi River have obtained many interesting facts concerning the increase in barge shipments within the past two years. Their figures show that in 1879 there was shipped in this manner 176,511 tons of freight direct from St. Louis to foreign

ports, while in 1880 the amount was 453,381 tons. Of bulk grain, the amount of shipments in 1879 was 6,164,838 bushels, and in 1880, 15,762,664 bushels. The question naturally arises, Does a trade which more than doubles its business in a single year appear to be in serious need of assistance from Congress. The figures, however, are interesting, as recalling the fact that notwithstanding the greatly increased facilities of both the water and the land routes during the past two years, both routes have had about all they could handle in the way of grain traffic. The figures are also suggestive on account of representing the enormous amount of business done on the water routes in 1880 without affecting the railroads materially, for, 1880, when this vast amount of grain was going down the Mississippi, was one of the busiest years our railroads have ever known. There will naturally be something of a falling off this year in the shipment of grain, owing to the shrinkage of the crops, and the results upon the land and water routes relatively will be watched with much interest, and doubtless with something of anxiety here and abroad.

CANADIAN DEVELOPMENT.

CANADA'S public debt has been the occasion of considerable apprehension of late among those who seem to have given more thought to the size of the debt than to the importance of the cause for which it has been created. The fact is the indebtedness of Canada now is an indication of an increased interest and a freshly awakened enterprise developed in matters looking to her future growth in commercial and agricultural affairs. The large amount of money invested in the construction of her great Canadian Pacific Railway will prove like seed thrown in the rich but heretofore undeveloped grain-growing section of her great Northwest, while in addition, through this money Canada is reaching out toward our own Minnesota and Dakota grain-fields, and it may not be many years before the current of grain traffic of that section will be strongly attracted towards the Canadian route. Still, the increased productiveness given to the entire Northwest by means of the penetration of this road will doubtless be sufficient to overbalance any falling off of grain carrying that our roads might otherwise experience. Among other Canadian enterprises which have been the means of adding to the debt, but which are to have no small effect upon the carrying trade, are the

water highways constructed to connect the lakes with the Atlantic, and the constructing of the railroad from Quebec to Halifax, by which the blockade to winter transportation is largely overcome. In short, Canada's debt is largely the result of enterprise looking directly to an increase in her productiveness and commercial strength, which is being manifested in such a way that our own leading seaport is beginning to realize that Montreal is likely in the future to prove a stronger rival in shipping affairs than she has been accounted in the past.

RECENT ILLUSTRATIONS OF RAILROAD ENTERPRISE AND GENEROSITY.

THE railroads throughout the country have been especially conspicuous, during the past weeks of trouble and anxiety, for enterprising work in measures looking to the relief and comfort of our lamented President and those most nearly related to him, as well as in taking precaution for the safety in travel of the physicians and those Government officials upon whose security has depended so much of our country's stability and freedom from business disturbances in these trying days. There have been many flying trips made by the consulting physicians to the bedside of the President, which, but for the care and untiring devotion of the railroad men having the special trains in charge, would have been fraught with danger, at the rate of speed maintained for long distances.

That wonderful feat of railroading exhibited in the removal of the dying President from Washington to Long Branch, performed with such skill that the sufferer while in the most critical and sensitive condition actually found relief in the trip, will be recorded as a most interesting event in general history, while in railroad history it has already been ranked as the most brilliant illustration of modern enterprise, depth of resources, and advancement in railroad working and skill in railroad management that this age of wonderful achievements has given. The resources of our railroads and their managers were further illustrated in the magnificent accommodations and the perfection of arrangements bestowed upon the funeral trains which bore the illustrious mourning party and our honored dead to Cleveland.

While these great public duties are being performed by the railroads a call comes to them for charitable work, and they are among

the first to come to the relief of the Michigan sufferers by generous offers of free transportation of goods to them. In every emergency of our country since the existence of the railroads, they have been looked upon as a chief reliance for practical aid, and have never been found wanting. When localities have been swept by fire or pestilence the railroads have always hastened to tender speedy relief, and many of the grandest works of assistance which one section of our country has performed for another section in time of suffering have found their strongest basis and stimulant in the fact that the railroads have first offered their important aid.

The railroads penetrating into smitten districts have first made known the wants of the sufferers to others, and then by starting movements for relief have originated striking exhibitions of public charity and sectional sympathy, and in thus acting have played no small part in the grand work of strengthening the unity of our people. Surely the railroad has proved itself the benefactor of the people and the strong support of our Government, in ways that are fresh in the public mind.

Personal.

JONAS H. FRENCH has been elected a Director of the Sonora Railway Company in place of William J. Rotch, resigned.

MR. MASON, with whom Mrs. Garfield and family made their home during their stay in Cleveland, is the attorney of the Lake Shore and Michigan Southern Railway. He has a fine residence on Cleveland's famous Euclid Avenue.

DAVID GRAHAM DRUMMOND OGILVY, Earl of Airlie, Representative Peer of Scotland and Member of Her Majesty's Household, died suddenly of a congestive chill at the Windsor Hotel, Denver, Col., on the 25th ult.

KING ALFONSO, of Spain, presided at the recent inaugural sitting of the American Society, founded at Nancy, France, in 1873, for the promotion of investigations into the antiquities and history of America before and after its discovery by Columbus.

THE Americans attending the Geographical Congress at Venice are Captain George Wheeler, representative of the War Department; Commodore Baldwin, representative of the Navy; Judge Field and Judge Daly, President of the American Geographical and Statistical Society.

THE Mexican Central Railway Company has published for the use of subscribers to the company a voluminous document, giving full details of the history of the enterprise, the Massachusetts laws under which the company has been organized, Mexican concessions, in both Spanish and English, and the by-laws of the company. The document states that the cash subscriptions made to the company's securities to date amount to \$16,827,500. This was taken under two subscriptions, the first of \$5,397,500, 65 per cent of which has been called in, and the second of \$11,430,000, 20 per cent of which has been paid to the company.

Organization.

ARTICLES were filed in the County Clerk's office on the 27th ult. incorporating the "Mamie R. Gold and Silver Mining Company." The capital stock is \$100,000; the trustees are Louis Kellar, Everard deRenne and Joseph L. Redfern. The operations of the company are to be performed in Cochise County, Arizona.

THE directors of the Gold and Stock Telegraph Company, elected on the 27th ult. are: Norvin Green, J. O. Green, Tracy R. Edson, James H. Banker, Augustus Schell, Jay Gould, William M. Bliss, D. D. Morgan, John Van Horne, Thomas T. Eckert.

THE Old Dominion Copper Mining Company has increased its number of trustees by adding to the list James Bailly, of Utica, and George W. Hughes, of this city.

THE Effingham, Ramsey and St. Louis Railroad Company filed articles of incorporation in the office of the Secretary of State of Illinois on the 27th ult. The proposed railroad is to be constructed from the city of Effingham to or near the place where the Toledo, Cincinnati and St. Louis Railroad crosses the Illinois Central Railroad, or some point on the Toledo, Cincinnati and St. Louis Railroad east of said road-crossing not exceeding fifteen miles. The capital stock of the company is \$300,000. The incorporators and Board of Directors are: John C. Black, of Danville; Samuel W. Osgood, of Effingham; John W. Funkhouser, of Effingham; E. Pratt Buell saw, and John J. Funkhouser, of Effingham.

A COMPANY has been chartered in this city for the erection of a magnificent casino at the corner of Broadway and Thirty-ninth street, with a capital of \$1,000,000, of which \$90,000 have already been raised. Among the subscribers are Cyrus W. Field, J. Pierpont Morgan, U. S. Grant, Jr., Chauncey Depew, Robert B. Minturn, H. K. McTwombly and C. L. Tiffany. The edifice is to be 100 by 200 feet, four stories high, with colonnade architecture. The basement will be fitted up as a thoroughly European cafe, and above this the theatre will be situated. A novel feature will be a summer garden, to be constructed directly upon the roof, sixty feet from the ground, and covering the entire area.

Interest and Dividends.

At a meeting of the Directors of the Lake Shore and Michigan Southern Railway Company, held at the Grand Central Depot on the 27th ult., a quarterly dividend of two per cent was declared, payable on the 1st of November to stockholders of record October 1. No statement of the operations of the road for the quarter was made public. The directors of the Michigan Central Railroad Company also met and adopted the following preamble and resolution: Whereas, the expenses of the company during the past quarter of the year have largely increased, while the rates for transportation have been materially reduced; and whereas, the net earnings for the present quarter are less than one per cent and there is no surplus on hand applicable to dividend purposes; therefore resolved, that it is not expedient to declare a dividend for the quarter ending 30th of September instant.

The coupons of the Central Pacific Railroad Company (San Joaquin Valley Branch) and of the Land Bonds, due Oct. 1, will be paid by Fisk & Hatch, 5 Nassau street.

The coupons of the First Mortgage Bonds of the Southern Pacific Railroad Company (of California), due Oct. 1, will be paid at the offices of the company, 9 Nassau and 11 Pine streets.

Manufacturing.

IRON is picking up at all points. The demand for hardware and other articles of advanced manufacture has spread to the raw material. Furnaces are resuming work in Pennsylvania, and steel rail works are being extended. Next year the manufacturers promise to turn out rails for 12,000 miles of road. At present, however, the supply does not equal the demand, and rails are imported under a tariff of \$28 per ton.

THE following method for the prevention of the escape of sparks from the chimneys of locomotives has been proposed by Mr. Albert Flocks: A conical tube is fixed centrally within the chimney, with its large end extending down just into the blast-pipe and its small end reaching about half way up the chimney. Above this conical tube is fixed another and shorter tube, in the form of an inverted cone, above the mouth of which there is a metal disc. Part of the exhaust steam which issues from the blast-pipe passes up through the lower conical tube into the upper one, and is deflected by the disc outward and downward into the annular space between the tube and the chimney. Sparks that are carried up the annular space by the exhaust steam from the blast-pipe are met by the counter-current and are thereby extinguished.

C. H. & E. ODELL's iron circular for September, in speaking of the trade for the past month, and of the present condition of the market, says: "Manufacturers of finished iron have every reason to be satisfied, their works being well supplied with orders at good-paying figures, which, however, are kept low enough to prevent any quantity of foreign iron coming in to compete. The furnaces are not so well off; the old drawbacks of high-priced ore, fuel, and labor not being adequately accounted for at ruling prices. They continue to be well supplied with orders; and concessions, except on large contracts extending over some time, are rarely made. The stock of foreign iron at Atlantic ports is enormously decreased, and the amount remaining, while it would have been considered a large stock in 1878, is really a small one at the rate of consumption in 1881. The stock of old rails and scrap iron particularly is reduced so much that unless the American roads can supply sufficient for the wants of manufacturers, they will have to import from abroad again or use mill iron and muck bar. This, of course, providing the present enormous consumption continues. The foundries generally report plenty of orders, and have lately purchased largely again of Scotch and English pig iron. The advance in ocean freights has restricted this business somewhat, making cost too close to that of domestic iron. If consumers have to pay an advance, they prefer paying a dollar more on American rather than on foreign. The country is evidently consuming very close to the present actual production, if, indeed, it is not exceeding it. There are several indications of this. Manufacturers are fully supplied with orders for some time ahead, the stock here is daily decreasing, and orders for new material and for pig iron have been and are being sent abroad. There is also no stock to speak of at furnace bank, nor in dealers' hands. It is naturally manifest that the country cannot continue to absorb the amount of iron it is now doing; but still the population, both in the natural way and by emigration, is increasing so rapidly, and the area of consumption enlarging so greatly, that the needs of the country in 1881 cannot be gauged by any former experience.

A good name for a locomotive would be Cinderella.

Telephone Companies.

LOUISVILLE CHANCERY COURT.

LOUISVILLE TRANSFER CO. v. AM. DIST. TEL. CO.

A telephone company is governed by the same principles of law as are applicable to common carriers. Its employment is public, and it must treat all the public alike.—ED. CHICAGO LEGAL NEWS.

EDWARDS, Chancellor.—Plaintiff and defendants are corporations doing business in the city of Louisville, under the laws of the State of Kentucky. The principal business of plaintiff is in operating omnibuses and other carriages for transferring persons and baggage to and from hotels, residences, railway stations and steamboat landings, and in transferring persons and property to and from different points in said city.

The principal business of defendant is in managing and operating a telephone exchange, and it has organized as part of its business a system of carriage and coupe service, by which it undertakes to furnish to the public transportation to any part of the city in carriages and coupes.

If there is any equity in the petition, the motion must be overruled.

The real contention between the plaintiff and defendant is confined to their carriage and coupe services; defendant insisting that, as against plaintiff, a rival in that business, it has the right to a monopoly in the use of its own telephonic methods of communicating and receiving orders for coupes; that a mere rival in one branch of its business cannot force it to afford it the facilities which it has provided for another branch of its business.

Upon the facts appearing upon the petition and affidavits of plaintiffs, it is the opinion of the court that defendant is engaged in two distinct employments—one in operating a telephonic exchange, and the other in operating a carriage or coupe service. Plaintiff and defendant are not rivals in the former business, and as to that part of defendant's business, it occupies the same position toward plaintiff as it does toward the rest of the public; that defendant is a quasi public servant, and, as such, is bound to serve the general public, including plaintiff, on reasonable terms, with impartiality; that defendant is governed by the principles of the law of common carriers; See *Bennett v. Dutton*, 10 N. H. 581; *New England Express Company v. Maine Central R. R. Co.* 57 Maine, 188; *Sanford v. Railroad Co.* 24 Pa. Stat. 381; and *McDuffie v. Railroad*, 52 N. H. 447; *Munn v. Illinois*, 4 Otto, 113.

The principles announced in an opinion by Judge Thayer, found in 10 Central Law Journal, page 438, in the *American Union Telegraph Co. v. The Bell Telephone Co.*, should determine this controversy. The mere fact that defendant may possess *qual* powers, and is operating or carrying on two distinct kinds of business, cannot exempt it from the general rules governing such corporations, with reference to the general public; and, to determine the rights of the plaintiff, defendant must be considered as a telephone Co. and as a transfer Co. See *Claxton's Adm. v. Lexington and Big Sandy R. R. Co.* 13 Bush. 638. The law must adapt itself to the new subjects that are brought within the range of judicial action. And courts must reason by analogy from things that are

settled, in order to establish principles to govern things that are unsettled; 4 *American Law Register*, new series, page 193. The rule that defendant is bound to serve all the public alike, under like circumstances, is the one applied by the court in this case, and plaintiff is a part of the public, and defendant, as to its telephonic business, is a distinct person from itself as a transfer company, so far as the rights of others are to be determined. The rights of plaintiff do not depend upon contract, but the general principles before stated. Defendant had a right to terminate its contract with plaintiff, but as it holds itself out as the servant of the public, it must act with perfect impartiality towards its customers.

Motion overruled.—Condensed from the *Chicago Legal News*.

Georgia Railroad Legislation.

A bill has lately unanimously passed the Georgia Senate amending the State laws in reference to the powers of the Railroad Commission which was created several years since. The first section of the bill provides that the duty and powers of the commission shall be the same over and in relation to joint rates for freight passing over two or more roads as they now are under said act over and in relation to rates for freight on each separate road. The second section provides that connecting railroads, which are under the management and control, by lease, ownership or otherwise, of one and the same company, corporation, individual or individuals or association of individuals, shall be considered and treated as one and the same road, and the rates of freight upon such roads shall be computed as upon parts of one and the same road; but the said commissioners may and shall have due regard for the terms and circumstances under which such roads are operated, in exercising their powers and performing their duties under this section changes the manner of advertising, the maximum expenditure for which is fixed at \$1,500. The fourth section provides that the decision of a majority of the commission shall be as binding as that of the entire body.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending September 17, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad.....	189,836	6,101,858	5,326,417
Schuylkill Canal.....	16,040	414,223	326,947
Lehigh Valley.....	147,904	4,425,586	3,454,794
Delaware, Lackawanna and Western.....	89,762	2,948,053	2,367,927
Shamokin.....	24,433	757,900	589,655
Central R. R. of New Jersey.....	101,950	3,031,252	2,476,782
United R. R. of New Jersey.....	37,222	1,089,864	782,176
Pennsylvania Coal.....	31,672	943,871	746,195
Delaware and Hudson Canal.....	74,475	2,487,659	2,057,557
Huntingdon and Broad Top Mountain.....	11,653	370,173	316,387
Penn. and New York.....	31,813	1,154,242	854,461
Clearfield, Pa.....	42,009	1,698,460	1,151,557

The total tonnage of anthracite coal from all the regions for the week ending Sept. 17, as reported by the several carrying companies, amounted to 647,200 tons, against 639,394 tons in the corresponding week last year, an increase of 7,806 tons. The total amount of anthracite mined for the year is 19,372,880 tons, against

15,649,451 tons for the same period last year, an increase of 3,723,429 tons. The quantity of bituminous coal sent to market for the week amounted to 86,972 tons, against 104,917 tons in corresponding week last year, a decrease of 17,945 tons. The total amount of bituminous mined for the year is 3,412,338 tons, against 3,006,660 tons for the corresponding period last year, an increase of 405,678 tons.

The total tonnage of all kinds of coal for the week is 734,172 tons, against 741,311 tons in corresponding week last year, a decrease of 10,139 tons, and the total tonnage for the coal year is 22,785,218 tons, against 18,656,111 tons to same date last year, an increase of 4,129,107 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending Sept. 17 was 177,438 tons, of which 132,144 tons were coal and 45,294 tons coke. The total tonnage for the year thus far has been 6,377,644 tons, of which 4,656,675 tons were coal and 1,720,969 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Sept. 17 were 42,643 tons, and for the year to that date 1,451,582 tons, a decrease of 51,425 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 31,745 tons; year, 943,878 tons; increase compared with 1880, 21,151 tons; Chesapeake and Ohio Canal—week, 3,838 tons; year, 312,766 tons; decrease compared with 1880, 108,442 tons. Pennsylvania Railroad—week, 6,985 tons; year, 193,835 tons; increase compared with 1880, 30,762 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 35,275 tons; year, 1,300,211 tons. George's Creek and Cumberland Railroad—week, 5,503 tons; year, 99,896 tons; Baltimore and Ohio Railroad—week, 1,648 tons; year, 47,377 tons. The Reading Railroad tonnage for last week, ending September 24, was 186,500 tons, of which 59,000 tons were sent to and 53,900 tons shipped from Port Richmond, and 12,300 tons sent to and 11,900 tons shipped from Elizabethport.—*Phil. Ledger*, Sept. 26.

Railroad Earnings.

The earnings of the St. Paul, Minneapolis, and Manitoba Railway for the three weeks ending September 21, 1881, were \$342,847.85, against 191,144.91 for the corresponding three weeks in September, 1880, an increase of \$151,702.94. For the current year to September 21, 1881, the earnings were \$3,093,571.45, against \$2,133,815.11 for the corresponding period of the previous year, an increase of \$959,756.34.

The earnings of the Flint and Pere Marquette Railroad for the week ending September 21, 1881, were \$36,280.80, against 34,075.70, for the corresponding week in 1880, an increase of \$2,205.10. From January 1 to September 21, 1881, \$1,307,114.40; do. 1880, \$1,085,472.45—increased, \$221,641.95.

The estimated earnings of the Hannibal and St. Joseph Railroad Company for the third week in September, 1881, were \$44,616, and for the corresponding week in 1880, \$54,334—decrease, \$9,718. From January 1 to September 21, 1881, \$1,267,565; corresponding period in 1880, \$1,761,949—decrease, \$194,384.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:													
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....	Boston, Clin., Fitchb. & N. Bed:	\$					
Alabama Great Southern:							1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....	1st Mortgage	547,600	7	"	"	1880	....
Receiver's Certif. of Ala. & Chat.	600,000	8	"	"	1882	....	2d Mortgage	252,000	7	"	"	1890	....
Albany and Susquehanna:							Consolidation Bonds	828,000	7	June & Dec.	"	1895	....
1st Mortgage, 1888	1,000,000	7	Jan. & July.	New York.	1888	....	Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'86	....
2d Mortgage, 1886	1,967,000	7	April & Oct.	"	1886	....	Bonds guar. by lease to O. Col.	1,600,000	5	Jan. & July.	"	1910	....
Albany Loan	983,000	6	May & Nov.	"	'95-'97	....	Boston, Concord and Montreal:						
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	"	1908	....	Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Alexandria and Fredericksburg:							Consol. Mortgage for \$2,000,000.	1,674,500	6 1/2	Apr. and Oct.	"	1893	....
1st Mortgage, 1863	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Boston and Lowell:						
Allegheny Valley:							Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
General Mortgage, 1886	4,000,000	7 1/2	Jan. & July.	New York.	1898	....	Bonds of 1875	500,000	7	Mar. and Sept.	"	1896	....
Special Mortgage to Penn., 1870	3,900,000	6	January.	Harrisburg.	"	....	Bonds of 1876	750,000	6	Jan. and July.	"	1898	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....	Bonds of 1879	620,000	5	"	"	1899	....
Fund Inc. 3d Lien (traf. guar.)	6,986,900	7	"	Pittsburg.	1894	....	Boston and Maine:						
Alliance and Lake Erie:							Bonds of 1893 (coup. and reg.)	5,500,000	7	Jan. and July.	Boston.	'93-'94	....
1st Mortgage S. F., 1878	160,000	7	April & Oct.	New York.	1893	....	Boston and New York Air Line:						
Ashtabula and Pittsburgh:							1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Boston and Providence:						
Atchison, Colorado and Pacific:							Bonds to purchase T. W. & B. R. R.	500,000	7	Jan. and July.	Boston.	1893	....
1st Mortgage, guar.	16,000 pm	6	F. M. A. & N.	New York.	1906	....	Brooklyn Elevated:						
Atchison, Topeka and Santa Fe:							1st Mortgage for \$1,500,000	1,203,000	6 1/2	Mar. and Sept.	New York.	1917	....
1st Mortgage gold, 1866	7,041,000	7 1/2	Jan. & July.	Boston.	1899	....	Buffalo, Bradford and Pittsburg:						
Land Grant Mortgage gold, 1870	3,119,500	7 1/2	April & Oct.	"	1900	....	General Mortgage	550,000	7	Jan. and July.	New York.	1896	....
Consolidated Bonds (gold)	278,569	7 1/2	"	"	1908	....	Buffalo and Erie (L. S. & M. S.):						
Construction Notes	78,000	7	Jan. & July.	"	1881	....	Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1872	....
Land Income Bonds, 1878	480,000	8	"	"	'88-'89	....	Mort. bonds	300,000	7	March & Sept.	"	1888	....
Bonds for Stocks purchased 1880	1,188,000	5	April & Oct.	"	1909	....	Mort. bonds	2,534,000	7	Apr. and Oct.	"	1898	....
Wichita and Southwestern:							Buffalo, New York and Erie:						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'96-'98	100	Consolidated Sinking Fund....	5,211,000	7	F. M. A. & N.	New York.	1915	100
State Aid B'ds (Int. by State) gold.	1,500,000	7*	"	"	1884	100	General Consol. Gold Bonds....	12,345,000	7*	June & Dec.	"	1902	100
2d Mort. (Government Subsidy).	23,885,000	6*	"	"	'96-'98	100	Sinking Fund Bonds of 1879....	5,140,000	6*	Apr. and Oct.	"	1929	100
1st Mort. (Western Pacific) gold.	2,618,000	6*	"	"	1899	100	1st Mort. ext. (Gal. & Chi. U.)...	1,652,000	7	Feb. & Aug.	"	1882	100
Government Lien (West. Pac.)...	1,970,166	6*	"	"	1899	100	1st Mortgage (Chic. & Mil.)....	1,700,000	7	Jan. and July.	"	1898	100
1st Mort. (Calif. & Oregon) gold.	8,000,000	6*	"	"	'88-'92	100	1st Mortgage gr. (Iowa Midland)	1,350,000	8	April & Oct.	"	1900	100
1st Mort. (S. Fr., Okla. & Ala.)...	687,000	8*	"	"	1890	100	1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	"	1917	100
1st Mort. (San Joaquin V.D.) gold.	6,080,000	6*	April & Oct.	"	1900	100	1st Mort. (Minnesota Valley)...	150,000	7	April & Oct.	"	1908	100
Land bonds (Cen. Pacific) gold.	6,530,960	6*	"	"	1900	100	1st Mort. (Rock. and Nor. Mo.)...	200,000	7	March & Sept.	"	1908	100
Income bonds, Sinking Fund....	3,258,000	8	May & Nov.	"	1888	100	1st Mort. (Plainview Railroad)...	100,000	7	"	"	1908	100
Central Vermont:							Winona and St. Peter—						
1st Mort., Consol. (Vt. Central)...	3,000,000	7	May & Nov.	Boston.	1886	100	1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York.	1887	100
2d Mort., Consol. (").....	1,500,000	7	June & Dec.	"	1891	100	2d Mortgage guar.....	1,610,000	7	May & Nov.	"	1907	100
Equipment Mort. (").....	1,500,000	8	May & Nov.	"	'76-'89	100	Extension Mortgage Bonds....	4,235,000	7*	June & Dec.	"	1916	100
Income and Extension Bonds....	1,508,600	8	"	"	1902	100	Chic., Pekin & Southwestern:						
1st Mort. (Stan., Sheff. and Ch.)...	444,100	7	Jan. & July.	St. Albans.	1887	100	1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	100
Charlotte, Columbia & Augusta:							2d Mortgage.....	750,000	8	April & Oct.	"	1891	100
1st Mortgage.....	1,807,500	7	Jan. & July.	New York.	1895	100	Chicago, Rock Island and Pacific:						
2d Mortgage.....	500,000	7	April & Oct.	"	1910	100	1st Mortgage for \$12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	100
Chartiers:							Chicago, St. Louis & N. Orleans:						
1st Mortgage.....	500,000	7	April & Oct.	Philadelphia.	1901	100	1st Mortgage for \$13,000,000....	2,488,000	7	May & Nov.	New York.	1887	100
Cherry Valley, Sharon and Alb.: 1st Mortgage.....	300,000	7	June & Dec.	New York.	1899	100	2d Mortgage for \$3,000,000....	7,238,000	6	June & Dec.	"	1907	100
Chesapeake and Ohio:							N. Orleans, Jack. & Gt. Nor.—						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1893	100	1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1888	100
1st Mortgage gold "A".....	2,000,000	6*	April & Oct.	"	1908	100	2d Mortgage.....	1,500,000	8	April & Oct.	"	1890	100
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	"	1908	100	Mississippi Central—						
2d Mortgage Income.....	10,000,900	6*	Jan. & July.	"	'91-'13	100	1st Mortgage.....	345,000	7	May & Nov.	New York.	1908	100
Virginia Central Mort. Coupon..	918,000	6	"	"	1894	100	2d Mortgage.....	1,998,000	8	Feb. & Aug.	"	1896	100
Chester:							Chic. & Southwestern (C., R. I. & Pac.):						
Coupon bonds (no Mort.).....	806,900	6	Jan. & July.	Boston.	'80-'96	100	1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1890	100
Chicago and Alton:							Chicago, St. Paul, Minn. & O.: 1st Mortgage, gold.....	7,600,000	6	June & Dec.	New York.	1900	100
1st Mortgage.....	2,367,000	7	Jan. & July.	New York.	1893	100	Consol. M., 1880, for \$30,000,000.	7,600,000	6	June & Dec.	New York.	1900	100
1st Mortgage, Income.....	1,098,000	7	April & Oct.	"	1883	100	Chicago, St. Paul, and Minn.—						
Consol. Bonds (\$200 stg. each).	4,379,550	6*	Jan. & July.	London.	1903	100	1st Mortgage, gold.....	2,800,000	6*	May & Nov.	New York.	1918	100
Sinking Fund Gold B'ds....	3,000,000	6*	May & Nov.	New York.	1903	100	2d Mortgage, land grant.....	2,018,000	6*	"	"	1898	100
1st Mort. (St. L. & C.) assumed	584,000	7	April & Oct.	"	1894	100	St. Paul, Stillw. & Tay. Falls—						
2d Mort. (").....	188,000	7	Jan. & July.	"	1898	100	1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	100
Chicago, Burlington and Quincy:							St. Paul and Sioux City—						
Trust Mortgage, sfg. fd. income.	2,711,000	8	Jan. & July.	New York.	1883	100	1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	100
Trust Mortgage (Burl. to Peoria)...	655,000	7	April & Oct.	"	1890	100	North Wisconsin—1st Mortgage	800,000	6*	Jan. and July.	"	1900	100
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	100	Chicago and West Michigan:						
S. F. Mortgage (Iowa Division)...	600,000	5	April & Oct.	New York.	1919	100	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	100
Plain 6 per cent bonds.....	2,350,000	5	"	Boston.	1901	100	Cincinnati, and Baltimore:						
Bonds of 1876, Sinking Fund....	39,000	6	June & Dec.	"	1896	100	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	100
Plain 7 per cent bonds.....	83,476	7	Jan. & July.	"	1896	100	Cincinnati, Hamilton and Dayton:						
Consol. Mortgage for \$30,000,000.	13,693,000	7	"	New York.	1903	100	2d Mortgage of 1885.....	491,000	7	Jan. & July.	New York.	1885	100
Chicago and Canada Southern:							Consol. S. F. M. for \$3,000,000..	1,224,000	7	April & Oct.	"	1905	100
1st Mortgage.....	3,541,250	7*	April & Oct.	New York.	1902	100	Cincinnati, Ham. & Ind. (C., H. & D.):						
Chicago, Cincinnati and Louisv.: 1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	100	1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1908	100
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	100	Cin. & Ind. (C., I., St. L. & C.):						
Chicago, Cin., Dub. and Min.: 1st Mortgage.....	5,000,000	6	Jan. & July.	New York.	1920	100	1st Mortgage.....	499,000	7	June & Dec.	New York.	1902	100
1st Mortgage, old.....	400,000	7	Feb. & Aug.	"	1884	100	2d Mortgage, guar.....	1,545,800	7	Jan. and July.	"	82-79	100
Chicago, Det. and Ja. G'd June.: 1st Mortgage.....	1,025,000	6	June & Dec.	London.	1000	100	Cincinnati, Ind., St. Louis & Chi.: 1st Mortgage, 1890, for \$7,500,000	1,000,000	6	May & Nov.	New York.	1920	100
Chicago and Eastern Illinois: 1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	100	1st Mort. (Ind. Cin. and Laf.)...	2,879,000	7	Feb. and Aug.	"	1897	100
2d Mort., Income, (non-cum.)...	714,329	7	December.	"	1907	100	Equipment Bonds, reg. (do.)...	187,000	10	March & Sept.	"	1883	100
Chicago and Grand Trunk:							1st Mort. (Indianap. & Cin.) '69	1,600,000	7	April & Oct.	"	1888	100
1st Mortgage, Sterling.....	6,000,000	6*	Jan. & July.	London.	1900	100	1st Mort. (On. & Indiana).....	499,000	7	June & Dec.	"	1902	100
2d Mortgage Income.....	4,000,000	7	Sept. mber.	New York.	1930	100	2d Mort. (") guar.....	1,545,800	7	Jan. & July.	"	82-79	100
Chicago and Iowa:							1st Mort. (Cin., Laf and Chi)...	1,120,000	7*	March & Sept.	"	1901	100
1st Mortgage.....	1,750,000	8	Jan. & July.	N.Y. & Bos.	1901	100	Cin., Laf. & Chi. (C., I., St. L. & C.): 1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	100
Chicago, Iowa and Nebraska:							Cincinnati & Muskingum Valley:						
2d Mort. (now 1st).....	568,300	7	Jan. & July.	Boston.	1888	100	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	100
2d Mort. (now 2d).....	211,500	7	Feb. & Aug.	New York.	1892	100	Cincinnati, Richmond & Chicago:						
Chicago and Milwaukee:							1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1888	100
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	100	2d Mortgage.....	66,000	7	"	"	1889	100
Chicago, Milwaukee and St. Paul:							Cine., Rich. & Ft. Wayne (G. R. & L.): 1st Mortgage gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	100
Consol. Mort. for \$35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	100	Cin. Rockport and Southwestern:						
2d Mortgage.....	498,000	7	April & Oct.	"	1884	100	1st Mortgage, gold.....	286,500	6*	Jan. and July.	New York.	1908	100
1st Mort. (La Crosse Division)...	6,000,000	7	Jan. & July.	"	1883	100	Cincinnati, Sandusky and Clev.: 2d Mortgage.....	1,100,800	7	June and Dec.	New York.	1890	100
1st Mort. (Chic. and Mil. Div.)...	2,500,000	7	"	"	1903	100	1st Mort. (San. Day. & Cin.)...	760,000	6*	Feb. & Aug.	Boston.	1900	100
1st Mort. (Iowa & Dakota Ext.)...	3,500,000	7	"	"	1908	100	1st Mort. (San. City and Ind.)...	350,000	7*	March & Sept.	"	1897	100
1st Mort. (Iowa and Minn. Div.)...	3,810,000	7	"	"	1887	100	Cincinnati and Springfield:						
1st Mort. (Minnesota Central)...	183,000	7	"	"	1894	100	1st Mort. (guar. by U. C. C. & L.)	2,000,000	7	Apr. and Oct.	New York.	1901	100
1st Mort. (St. Paul Division)...	4,000,000	7*	"	"	1902	100	2d Mortgage.....	651,000	7	Jan. and July.	"	1902	100
1st Mort. (Iowa and Dak. Div.)...	577,000	7	Feb. & Aug.	"	1899	100	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Prairie du Chien Div.)...	3,674,000	8	"	"	1898	100	1st Mortgage sinking fund....	3,000,000	7	May & Nov.	New York.	1899	100
2d Mort. (").....	1,315,000	7.5	Jan. & July.	"	1898	100	1st Mort. (C., C. and O. R. R.)...	125,000	7	June and Dec.	"	75-74	100
1st Mort. (Hast. and Dak. Div.)...	160,000	7	"	"	1902	100	1st Mort. (Bell. and Ind. R. R.)...	405,000	7	Jan. & July.	"	1899	100
1st Mort. (Mil. and Western)...	219,000	7	"	"	1891	100	Consol. Mortgage for \$7,500,000.	2,304,000	7	June and Dec.	N.Y. or Lond.	1914	1

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Celebrookdale:							Dubuque and Dakota:						
1st Mort. guar. by Ph. and Bdg.	600,000	6	June & Dec.	Philadelphia.	1896	....	1st Mortgage, gold, guar.....	550,000	6*	Jan. & July.	New York	1919	....
Colorado Central:							Dubuque Southwestern:						
1st Mortgage, new.....	2,526,000	7*	June & Dec.	Boston.	....	....	1st Mortgage.....	450,000	7	April & Oct.	New York	1883	....
Columbia and Port Deposit:							1st Mortgage, preferred.....	81,500	7	Jan. & July.	"	1882	....
1st Mortgage.....	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....	Dunkirk, Allegheny Val. & Pittsb.:						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (gold).....	2,000,000	7*	June & Dec.	New York	1890	....
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1908	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1890	....
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	"	....	....	3d Mortgage.....	200,000	7	"	"	1890	....
Income convertible.....	8,995,000	7	"	"	1890	....	East Broad Top:						
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	"	'96-'98	....	1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1903	....
2d Mort. (Chic. and Gt. Eastern)	22,200	7	Jan. & July.	"	"	....	East Pennsylvania (Ph. & Va.):						
1st Mort. (Cin. and Chi. Air-L.)	118,000	7	F. M. A. & N.	"	'96-'99	....	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	....
1st Mort. (Col. and Ind. Cent.)	2,832,000	7	Jan. & July.	"	1904	....	East Tennessee, Virginia & Ga.:						
2d Mort. (Col. and Ind. Cent.)	821,000	7	May & Nov.	"	1904	....	1st Mort., skg fund for \$3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
1st M. (Col. & Ind.) 1st & 2d pref.	872,000	7	Jan. & July	"	1888	....	2d Mortgage.....	190,000	4	"	"	'82-'87	....
1st Mort. (Tol., Loganp't & Bur.)	510,500	7	Feb. & Aug.	"	1884	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1888	....
Income (Tol., Loganp't & Bur.)	67,545	7	"	"	1905	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	"	1905	....	Company Bonds (East T. & Ga.)	634,000	6	"	"	'80-'86	....
Union Trust Co. Certificate.....	1,500,000	....				....	Eastern (Maine):						
Columbus and Hooking Valley:							1st Mort. (Kasex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Certificates of Indebtedness.....	13,393,450	44*	"	Bost. & Lond.	1906	....
1st M., Logan & Stratville Br.	300,000	7	Jan. & July.	"	1880	....	Eastern Shore (Md.):						
2d Mortgage.....	730,000	7	"	"	1892	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	....
Columbus, Springfield and Cin.:							Eel River:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Equipment Bonds.....	113,000	7	F. M. A. & N.	.....	1885	....
Columbus and Toledo:							Elizabethtown, Lex. & Big Sandy:						
1st Mortgage for \$2,500,000.....	2,443,000	7	Feb. & Aug.	New York.	1906	....	1st Mortgage, gold.....	1,200,000	6*	March & Sept.	New York.	1902	....
Columbus and Xenia:							Elmira and Williamsport (N. Cen.):						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Concord and Claremont:							Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	2892	....
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....	Erie-See N. Y., Lake E. & W						
Connecticut Central:							Erie and Pittsburg (Penn. Co.):						
1st Mortgage for \$400,000.....	326,000	7	April & Oct.	.....	1895	....	1st Mortgage.....	290,700	7	Jan. & July.	New York.	1882	....
Connecticut and Passumpsic Riv.:							2d Mortgage.....	92,300	7	April & Oct.	"	1890	....
New Mortgage for \$1,500,000....	1,409,500	7	April & Oct.	Boston.	1893	....	Consolidated Mortgage.....	2,194,000	7	Jan. & July.	"	1898	....
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....	Equipment Mortgage.....	686,000	7	April & Oct.	"	1890	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	1890	....	European & N. American (Me.):						
Connecticut Western:							1st Mort. (Bangor City Bonds)...	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	3,200,000	7	Jan. & July.	New York.	1900	....	Kavanaugh and Terre Haute:						
Connecting (Philadelphia):							1st Mortgage (61 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mort. A., B., C., D. & E.....	991,000	6	March & Sept.	Philadelphia.	'00-'04	....	1st Mortgage (109 m.) "	611,000	7	May & Nov.	"	1887	....
Corning, Cowanesque & Antrim:							Consolidated Mort. for \$1,500,000	265,000	6	Jan. & July.	"	1910	....
1st Mortgage.....	450,000	7*	Jan. & July.	.....	1885	....	Kavanaugh, Terre Haute & Chi.:						
Cumberland & Penn. (Consol. Coal):							1st Mortgage, gold.....	775,000	6*	May & Nov.	New York.	1900	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	2d Mortgage, gold.....	323,000	6*	Jan. & July.	"	1903	....
2d Mortgage, sinking fund.....	694,000	6	May & Nov.	"	1888	....	Fitchburg:						
Cumberland Valley:							Bonds of 1874.....	500,000	6	April & Oct.	Boston.	1894	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Bonds of 1877.....	500,000	6	"	"	1897	....
2d Mortgage, sinking fund.....	109,500	8	"	"	1903	....	Bonds of 1879.....	500,000	6	"	"	1899	....
Plain bonds.....	81,900	6	"	"	1884	....	Flint and Pere Marquette:						
Danbury and Norwalk.							1st Mort. Land Gr. (3d series)...	1,722,000	8	March & Sept.	New York.	1888	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	....	Flint & Holly S. F. (\$25,000 r.y.)	300,500	10	May & Nov.	"	1885	....
2d Mortgage.....	200,000	7	"	"	1892	....	1st Mort. (Bay C. & Sag.) guar.	100,000	10	Jan. & July.	New York.	1882	....
Consolidated Mortgage.....	200,000	6	"	"	1920	....	Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
Dayton and Michigan (C.H. & D.):							1st Mort. skg.f.d. (H., W. & Mon.)	1,000,000	6	Jan. & July.	"	1901	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Reorgan'tn. bds. (redeem. at will).		8	.....	.....	1910	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1887	....	Florida Central:						
2d Mortgage, guar.....	361,000	7	April & Oct.	"	1888	....	1st Mortgage, gold coupon.....	309,000	7*	Jan. & July.	New York.	1907	....
Toledo Depot bonds guar.....	106,500	7	March & Sept.	"	'81-'84	....	Flushing, North Shore and Cent.:						
Dayton and Union:							1st Mort. (Flushg. & N. Side.)	800,000	7	May and Nov.	New York.	1889	....
1st Mortgage.....	90,000	7	.....	.....	1879	....	2d Mort. (")	400,000	7	"	"	1900	....
2d Mortgage.....	126,000	7	.....	.....	1879	....	1st Mort. (Cent. R. R. Exten.)	200,000	7	"	"	1903	....
Income Bonds.....	252,445	7	.....	.....	1879	....	Fonda, Johnston & Gloversville:						
Dayton and Western (L. M. R.R.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	....
1st Mortgage (assumed).....	495,000	6-7	Jan. & July.	New York.	1905	....	Fort Madison and Northwestern:						
Delaware (P. W. and Balt.):							1st Mortgage, gold.....	700,000	7*	April & Oct.	New York.	1905	....
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia	1895	....	Fort Wayne, Muncie & Cin.:						
Delaware and Round Brook:							1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1889	....
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....	2d Mortgage.....	500,000	8	"	"	1906	....
Delaware, Lackawanna & Western:							Equipment Mortgage.....	346,000	8	Jan. & July.	"	1881	....
2d Mortgage.....	1,633,000	7	March & Sept.	"	1881	....	Framingham and Lowell:						
Convertible Bonds.....	600,000	7	June & Dec.	"	1892	....	1st Mortgage.....	500,000	7	April & Oct.	Boston.	1880	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	"	1207	....	Frankfort and Kokomo:						
1st M. E. (Lack. & Bloomsburg)	370,900	7	"	"	1885	....	1st Mortgage gold.....	200,000	7	Jan. & July.	New York.	1903	....
Denver Pacific (Union Pacific):							Fremont, Elkhorn & Mo. Valley:						
1st Mortgage gold, land guar.....	527,000	7*	May & Nov.	New York.	1899	....	1st Mortgage.....	690,000	7	April & Oct.	New York.	1901	....
Denver & Rio Grande:							1st Mortgage.....	312,000	7	"	"	1901	....
1st Mort. gold, skg fund.....	6,382,500	7*	May & Nov.	New York.	1900	....	Income Bonds.....	317,082	7	"	"	1886	....
1st Mort. (Ark. Valley Div.)....	1,040,000	7*	"	"	1902	....	Galena & Chic. Union (C. & N.W.):						
Consolidated Mortgage.....	8,476,000	7	Jan. & July.	"	1900	....	1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882	....
Denver, South Park and Pacific:							Galv., Harrisburg & San Antonio.						
1st Mort. gold sinking fund.....	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....	1st Mortgage, gold, land grant.....	4,000,000	6*	Feb. & Aug.	New York.	1910	....
Des Moines and Ft. Dodge:							2d Mortgage.....	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1905	....	Galveston, Houston & Henderson:						
Detroit & Bay City (Mich. Cent.):							1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (\$424,000 guar.).....	2,330,000	8	May & Nov.	New York.	1902	....	Geneva, Ithaca and Sayre:						
Detroit, Grand Hav. & Milwaukee:							1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
1st Mort. (guar. by G. W. of Cal.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1913	....	Georgia (and Banking):						
2d Mort. (")	3,500,000	6	"	"	1913	....	Company bonds (debentures)...	425,000	7	Jan. & July.	Augusta	'86-'90	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....	Company bonds (debentures)...	1,165,000	6	"	"	90-'97	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	"	1882	....	G. and Rapids & Indiana:						
2d Mort. (")	100,000	7	Jan. & July.	"	1882	....	1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....
3d Mort. (")	250,000	8	Feb. & Aug.	"	1883	....	1st Mort. L. G. not guar. gold...	3,013,000	7*	April & Oct.	"	1899	....
Detroit, Lansing and Northern:							Income Mortgage bonds.....	987,000	7	March & Sept.	"	1906	....
1st Mortgage.....	2,285,000	7	Jan. & July.	Boston.	1907	....	Grand River Valley (Mich. C.):						
1st Mort. (Iowa and Lansing) ..	770,000	8	"	"	1889	....	1st Mortgage guar.....	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (")	51,000	8	May & Nov.	"	1880	....	Grand Rapids, Newago & L. S.:						
Detroit, Mon. & Toi. (J.R.R. & M.E.)							1st Mortgage.....	576,000	8	Jan. & July.	New York.	1891	....
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1906	....	2d Mortgage.....	200,000	7	June & Dec.	"	1905	....
Dixon, Peoria and Hannibal:							Great Western Railway of 1859:						
1st Mort. guar. by C., R. and Q.	546,500	8	Jan. & July.	New York.	1889	....	1st Mort., ass'd by W. St. L. & P.	2,496,000	7	Feb. & Aug.	New York.	1888	....
Dubuque and Sioux City:							2d Mort.	2,500,000	7	May & Nov.	"	1893	....
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	....	Green Bay and Minnesota:						
2d Mortgage 2d div.....	500,000	7	"	"	1894	....	1st Mortgage.....	3,200,000	7*	Feb. & Aug.	New York.	1906	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.
			When.	Where.						When.	Where.	
Greenville and Columbia:							Jersey City and Bergen:					
1st Mortgage guar. by B. Car.	1,413,971	7	Jan. & July.	Columbia.	'81-'86		1st Mortgage	855,000	7			
1st Mortgage not guaranteed.	642,192	7	"	"	'81-'86		Joliet and Chicago (C. & Alton):					
Hannibal & Cent. Mo. (M. K. & T.)							1st Mortgage	300,000	8	Jan. & July.	New York.	1882
1st Mortgage	768,000	7	May & Nov.	New York.	1890		Joliet and Northern Indiana:					
2d Mortgage	3,000	7	"	"	1892		1st Mortgage guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907
Hannibal & Naples (W. St. L. & P.)							Junction, Philadelphia:					
1st Mortgage	500,000	7	June & Dec.	New York.	1909		1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882
Hannibal and St. Joseph:							2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	1894		Kalamazoo, Allegan & Gr. Rapids:					
Missouri State Loan	1,500,000	6	"	"	'89-'97		1st Mortgage, assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	"	1885		Kalamazoo and Schoolcraft:					
General Land Mortgage	442,060	7	Jan. & July.	"	1883		1st Mortgage, assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1888
1st Mort. (Quincy & Palmyra)	433,510	8	Feb. & Aug.	"	1892		Kalamazoo, & S. Haven (M. Cen.):					
1st Mort. (Kansas City & Cam.)	1,200,000	10	Jan. & July.	"	1892		1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889
Harrisb. Port., Mt. Joy & Lan.							2d Mortgage	70,000	8	"	"	1890
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883		Kalamazoo & White Pigeon:					
Harrisburg and Potomac:							1st Mortgage, assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1880
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904		Kansas City and Cameron:					
Hartford and Connecticut Valley:							1st Mortgage, assumed by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1892
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901		Kansas Central:					
Holly, Wayne & Monroe (F. & P.M.)							1st Mortgage for \$2,400,000	604,000	7	April & Oct.	New York.	1909
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901		Kansas City, Burl. & Santa Fe:					
Holyoke and Westfield:							1st Mortgage	600,000	8			
1st Mortgage	280,000	6-7	April & Oct.	New Haven	'91-'96		New Mortgage	1,500,000	7	Jan. & July.	New York.	1910
Houston:							Kansas City, Ft. Scott & Gulf:					
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885		1st Mortgage, L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.	
2d Mortgage of 1869	300,000	6	Jan. & July.	Bost. & Bos.	1889		Mortgage on Branches	1,325,000				
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1888		Kansas City, Lawrence & Sa.:					
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910		1st Mortgage (So. Kansas & West.)	2,940,000	4-6	April & Oct.	Boston	1909
Houston, East and West Texas:							1st Mortgage (Sumner Co. R. R.)	845,000	7	Jan. & July.	"	1910
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893		Kan. City, St. Jo. & Coun. Bluffs:	300,000	7		"	1910
Houston and Texas Central:							1st Mortgage (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880
1st Mortgage L. G., sinking fund, gold	6,262,000	7*	Jan. & July.	New York.	1891		1st Mortgage	4,495,522	7*	"	"	1907
1st Mortgage (L. G. West Div.)	2,270,000	7*	"	"	1891		Income Bond	2,488,174	6	April & Oct.	Boston.	1907
1st Mortgage (Waco & N. W. Div.)	969,000	7*	"	"	1903		Kansas City, St. Louis & Chicago:					
Income and Indemnity bonds	2,500,000	7	May & Nov.	"	1887		1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913
Consol. Mort., L. G. (M. & W. D.)	3,642,000	8	April & Oct.	"	1912		Kan. City, Top. & W. (A., F. & S. Fe.)					
Consol. Mort., L. G. (Waco & N.)	580,000	8	May & Nov.	"	1915		1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905
Huntingdon and Broad Top Mt.:							Income Bonds	200,000				
1st Mortgage, gold	416,000	7*	April & Oct.	Philadelphia.	1890		Kansas Pacific (Union Pacific):					
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895		1st Mortgage (1st Div. 140 m. gold)	2,240,000	6*	Feb. & Aug.	New York.	1895
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1915		1st Mortgage (2d Div. 263.94 m. gold)	4,058,000	6*	June & Dec.	"	1896
Illinois Central:							1st Mortgage (3d Div. 244.00 m. & 3,000,000 gold)	6,379,000	6*	May & Nov.	N. Y. L. & P.	1899
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890		1st Mortgage (2,000,000 acres) gold	1,400,000	7*	Jan. and July.	"	1880
Sterling Bonds, \$500,000	2,500,000	6*	"	London.	1895		2d Mortgage	80,000	7*	March & Sept.	New York.	1890
Sterling Bonds, \$200,000	1,000,000	6*	June and Dec.	"	1905		1st Mortgage (Leavenworth Branch)	492,000	7	May & Nov.	"	1890
Sterling Bonds, Sinking Fund	4,200,000	6*	April & Oct.	"	1903		2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97
Six per cent Currency Bonds	1,000,000	6	Jan. & July.	New York.	1898		2d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916
Six per cent Trunk Currency Bonds	200,000	6	Feb. & Aug.	"			Century Central:					
Illinois Grand Trunk (C. B. & Q.)							1st Mortgage (Covington & Lexington)	792,000	7	March & Sept.	New York.	1883
1st Mortgage, guaranteed	800,500	8	April & Oct.	Boston.	1890		2d Mortgage	233,000	7	June & Dec.	"	1885
Illinois Midland:							Keokuk and Des Moines:					
1st Mortgage, gold	4,175,000	7*	Jan. & July.		1905		1st Mortgage, guar. by C. R. I. & P.	2,750,000	5	April & Oct.	New York.	1923
Illinois & So. Iowa (W. St. L. & P.)							Knox and Lincoln:					
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882		1st Mortgage	2,395,000	6	Various.	Boston.	'80-'90
Indiana, Bloomington & Western:							Knoxville and Ohio:					
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900		1st Mortgage	500,000	7	Jan. & July.	New York.	1905
1st Mortgage, not preferred	3,500,000	2-6	April & Oct.	"	1909		Lake Erie and Western:					
2d Mortgage	1,500,000	3-6	Jan. & July.	"	1909		1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York.	1919
Income Bonds	1,500,000	6	"	"	1919		Income Bond, conv. (non-cum.)	1,485,000	7	August.	"	1890
Indianapolis, Decatur & Spring:							1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	"	
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906		Income (Sandusky Extension)	600,000				
2d Mortgage, Income	2,600,000	7	Jan. & July.	"	1906		1st Mortgage (La., Bl. & Muncie)	2,500,000	6*	May & Nov.	"	1919
Indianapolis and Madison:							Income ("")	1,000,000	7	Annually.	"	1890
1st Mortgage, assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881		Lake Ontario Southern:					
Indianapolis and St. Louis:							1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919		Lake Shore & Michigan South'n:					
2d Mortgage	906,000	7	April & Oct.	"	1900		Consol. Mort., S.F., Reg'd.	9,441,000	7	J. A. J. & O.	New York.	1900
Equipment Mortgage	500,000	8	Jan. & July.	"	1881		Consol. Mort., S.F., Coupon		7	Jan. & July.	"	1900
Indianapolis & Vincennes:							2d Consol. Mort. for \$25,000,000	10,400,000	7	June & Dec.	"	1900
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908		Bonds of 1892 (Reg. & Coupon)	2,705,000	7	April & Oct.	"	1882
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900		Lake Shore Dividend Bonds	1,356,000	7	"	"	1890
International and Gt. Northern:							1st Mortgage (Clev., Pal. & Ash.)	920,000	7	"	"	1892
1st Mortgage (purchase money gold)	6,024,000	6*	May & Nov.	New York.	1919		1st Mortgage (Mich. P. & Nor. Ind.)	5,285,000	7	May & Nov.	"	1885
2d Mortgage (purchase money)	4,724,000	8	Mar. & Sept.	"	1909		1st Mortgage (Cleveland & Toledo)	1,505,000	7	Jan. & July.	"	1885
Ionia and Lansing (D. L. & N.)							2d Mortgage	849,000	7	April & Oct.	"	1886
1st Mortgage	770,000	8	Jan. & July.	Boston.	1909		Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	"	1882
Iowa Falls and Sioux City:							Mort. Bonds ("")	300,000	7	March & Sept.	"	1886
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917		Mort. Bonds (Erie)	2,834,000	7	April & Oct.	"	1898
Iowa Midland (C. & N. W.):							1st Mortgage (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1908
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900		1st Mortgage (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890
Iowa & Minnesota (C. M. & St. P.)							1st Mortgage (School & Three Rivers)	100,000	8	"	"	1887
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897		1st Mortgage (Kalam. & Schoolcraft)	100,000	8	"	"	1887
Ithaca, Auburn and Western:							1st Mortgage (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1886
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907		1st Mortgage (Jamestown & Franklin)	397,000	7	"	"	var
Jackson, Lans. & Sag. (Mich. Cen.)							2d Mortgage	600,000	7	June & Dec.	"	1894
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885		Lawrence (P. Ft. W. & Chi.):					
1st Mortgage (Northern Ext.) guar.	514,000	8	May & Nov.	"	1890		1st Mortgage, guaranteed	356,000	7	Feb. & Aug.	New York.	1896
Consolidated Mortgage	1,943,000	8	March & Sept.	"	1891		Leavenworth, Atch. & N. West'n:					
Jacksonville, Pensac. & Mobile:							1st Mortgage, guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1880
State Bonds	4,000,000	8	Jan. & July.	New York.	1900		Lehigh and Lackawanna:					
Jamestown & Frank. (L.S. & M.S.):							1st and 2d Mortgages	600,000		June & Dec.	Philadelphia.	1907
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897		Lehigh Valley:					
2d Mortgage guaranteed	500,000	7	June & Dec.	"	1894		1st Mortgage (coupon & reg.)	5,000,000	7	June & Dec.	Philadelphia.	1898
Jefferson (Erie):							2d Mortgage registered	6,000,000	6	March & Sept.	"	1910
1st & 2d Mortgage (Hawley Section)	800,000	7	Jan. & July.	New York.	'87-'89		Consol. Mort., gold, coup. & reg.	14,304,000	7	June & Dec.	"	1923
1st Mortgage (Carbondale Section)	2,000,000	7	"	"	1889		Little Miami:					
Jeffersonville, Madison & Indian.							1st Mortgage	1,492,000	6*	Jan. & July.	Cincinnati.	1893
1st Mortgage consol.	2,382,000	7	April & Oct.	New York.	1908		Street Connection Bonds	475,000		Various.	"	1894
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910		Little Rock and Fort Smith:					
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881		1st Mortgage L. G. sinking fund	2,680,000	7	Jan. & July.	Boston.	1908
Junction and Breakwater:							Little Rock, Miss. Riv. & Texas:					
1st Mortgage	470,000	8	Jan. & July.	New York.	1890		1st Mortgage	1,260,000	7	Jan. & July.	Boston.	1890
2d Mortgage	250,000	8	Feb. & Aug.	"	1910							

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.
			When.	Where.	Due.					When.	Where.	Due.	
Little Schuylkill (Phila. & Rdg.):	\$ 408,000	7	April & Oct.	Philadelphia.	1892	.....	Milwaukee, Lake Sh. & Western:	\$ 750,000	7	June & Dec.	N "	1896	.....
1st Mortgage, Bkg. Fd.....	175,000	6	May & Nov.	New York.	1890	.....	1st Mort. (Lake Shore Division)	572,000	7	March & Sept.	" "	1909	.....
Long Island:	160,000	6	" "	" "	1884	.....	1st Mort. (North rn Division)	200,000	7	Feb & Aug.	" "	1899	.....
1st Mortgage (Extension)	1,131,000	7	" "	" "	1898	.....	1st Mort. (Wahkash Division)	280,000	7	" "	" "	1910	.....
1st Mortgage (Glen Cove Br.)	988,772	7	Feb. & Aug.	" "	1918	.....	1st Mort. (Tuanan Division)	179,000	9	June & Dec.	" "	1899	.....
Atlantic Ave. Improve. Certif.	114,900	7	" "	" "	'81-'82	.....	1st Mortgage (Equipment)	320,000	10	Jan. & July.	trust.	1890	.....
1st Mort. (Smithtown & Pt. Jct.)	600,000	7	March & Sept.	" "	1901	.....	1st Mortgage	455,000	7	Jan. & July.	New York.	1907	.....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	.....	1st Mort. (Min. to Merriam June)	950,000	7	June & Dec.	" "	1927	.....
1st Mort. (N. Y. & R-o-kaway)	250,000	7	April & Oct.	" "	1901	.....	1st M. (Merriam J. to Al. Lea)	280,000	7	May & Nov.	" "	1907	.....
Louisiana & Mo. Riv. (Ch. & Al.)	1,451,000	7	Feb. & Aug.	New York.	1900	.....	1st Mort. (Al. L. to Ft. Dodge) gold	1,020,000	7	June & Dec.	" "	1909	.....
1st Mortgage	300,000	7	May & Nov.	" "	1900	.....	Mortgage (Southw. Ext.) gold	12,000pm	7	" "	" "	1910	.....
2d Mortgage	100,000	6	Jan. & July.	New York.	1881	.....	Minnesota Valley (O. & N.W.):	150,000	7	April & Oct.	New York.	1908	.....
Louisville, Cincin. and Lexington:	2,900,000	7	" "	" "	1897	.....	1st Mortgage	976,000	8	April & Oct.	New York	1902	.....
Louisville Loan to L. & F. R. B.	764,700	7	April & Oct.	" "	1907	.....	Mississippi and Tennessee:	1,601,000	8	Jan. & July.	" "	1902	.....
New Mortgage for \$1,000,000	5,000,000	6	June & Dec.	N. Y. & Louis.	1890	.....	1st Mortgage, Series A.....	2,314,000	6	Jan. & July.	New York.	1899	.....
Louisville and Nashville:	7,070,000	7	April & Oct.	" "	1898	.....	2d Mortgage, Series B.....	349,000	7	June & Dec.	" "	1903	.....
General Mortgage for \$20,000,000	2,000,000	7	May & Nov.	" "	1883	.....	Missouri, Kansas and Texas:	14,762,000	7	Feb. & Aug.	" "	'04-'06	.....
Consol. Mort. B. F. for \$5,000,000	88,000	7	" "	New York.	'80-'86	.....	1st Mort. (U. Pac. S. Br.) skg fund	7,571,553	7	April & Oct.	" "	1911	.....
2d Mortgage, Gold 10-year	3,500,000	6	June & Dec.	London.	1901	.....	Consol. Land Grant, skg fd gold	956,000	7	May & Nov.	" "	1906	.....
1st Mort. (Lebanon Branch)	2,270,770	6	Feb. & Aug.	" "	1902	.....	2d Mortgage, Income	7,000,000	6	Feb. & Aug.	New York.	1888	.....
1st Mort. (Memphis and Ohio)	1,000,000	6	March & Sept.	New York.	1907	.....	3d Mortgage	2,574,000	7	Jan. & July.	" "	1891	.....
1st Mort. (Memph. & Clarkv. Br.)	5,000,000	6	Jan. & July.	" "	1890	.....	4d Mortgage	4,500,000	7	May & Nov.	" "	1897	.....
1st Mort. (Cedilian Branch)	1,000,000	6	Apr. and Dec.	" "	1919	.....	St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	.....
1st Mort. (N. Orleans & Mo.)	1,000,000	6	Apr. and Dec.	" "	'86-'87	.....	Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	.....
Mort. (Evans, Hend. & Nash.)	850,000	6	May & Nov.	" "	1886	.....	1st Mort. (Oranodelet Branch)	250,000	6	April & Oct.	" "	1893	.....
Louisville Loan (no mortgage)	226,000	6	April & Oct.	N. Y. & Louis	1893	.....	Consol. Mortgage for \$39,000,000	409,000	6	May & Nov.	" "	1920	.....
Louisville Loan (Lebanon Br.)	323,000	6	Jan. & July.	New York.	1884	.....	1st Mort. (Missouri						
Louisville Loan (Leb. Br. Exten.	2,640,000	6	Jan. & July.	New York.	1884	.....	1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct.	" "	1889	.....
Debeture Bonds 1880	492,200	6	April & Oct.	" "	1884	.....	1st Mort. (St. L. and Lex.)	650,000	7	" "	" "	1894	.....
Trust Company Certificates	3,000,000	6	" "	" "	" "	.....	1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	" "	1894	.....
Louisville, New Albany & Chic.	3,000,000	6	" "	" "	" "	.....	1st M. (St. L. Kan. & Arizona)	1,200,000	7	" "	" "	" "	.....
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	.....	1st Mort. (Lexington & Southern)	1,060,000	7	" "	" "	" "	.....
McKean and Buffalo:	300,000	7	Jan. & July.	New York.	1887	.....	Mobile and Girard	200,000	8	Jan. & July.	New York.	1889	.....
1st Mortgage	100,000	7	" "	" "	1887	.....	2d Mort., end. by Cent. R.R. of Ga	800,000	4	June & Dec.	" "	1897	.....
Macon and Augusta:	600,000	7	Apr. and Oct.	New York.	1902	.....	3d Mort., to Central R.R. of Ga	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	.....
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	.....	Mobile and Ohio:	5,300,000	7	" "	New York	" "	.....
Maine Central:	8,903,700	7	April & Oct.	Boston.	1912	.....	1st Mortgage, issue of 1879....	1,850,000	7	" "	" "	" "	.....
Consolidated 1st Mortgage	759,980	6	Jan. & July.	" "	1898	.....	First Preferred Debentures....	600,000	7	" "	" "	" "	.....
\$1,100,000 Loan, tax free	498,500	6	April & Oct.	" "	1900	.....	Second Preferred Debentures..	900,000	7	" "	" "	" "	.....
Extension (gold) Loan.....	1,100,000	6	Monthly.	" "	'90-'91	.....	Third Preferred Debentures...	600,000	7	" "	" "	" "	.....
\$1,100,000 (A. & Ken.) Loan...	217,300	6	April & Oct.	Portl.	1883	.....	Fourth Preferred Debentures...	600,000	7	" "	" "	" "	.....
Consol. Loan (Port. & Kennebec.	1,166,700	6	Jan. & July.	Boston.	1895	.....	Cairo Extension	5,000,000	7	" "	" "	" "	.....
1st Mort. (Leeds & Farmington).	632,000	6	Jan. & July.	" "	1901	.....	1st Mortgage sinking fund, guar.	3,000,000	7	May & Nov.	New York.	1914	.....
Bath (Androscoggin) Loan.....	425,000	6	J. A. J. & O	" "	1891	.....	2d Mortgage guar.	284,000	7	Feb. & Aug.	" "	1891	.....
Manhattan Beach:	500,000	7	Jan. & July.	New York.	1897	.....	Convertible bonds	4,991,000	7	Jan. & July.	" "	1900	.....
1st Mort. (N. Y. & Man. Beach	300,000	7	" "	" "	1890	.....	Gen'l M. (1st on Boonton Br.) gr.	1,028,000	7	April & Oct.	" "	1901	.....
2d M., conv.	600,000	7	Mar. & Sept.	" "	1890	.....	Special Mortgage	5,050,000	7	" "	" "	" "	.....
Marietta and Cincinnati:	1,060,000	7	Feb. & Aug.	London.	1891	.....	Consol. mort. for \$25,000,000 guar	200,000	6	June & Dec.	" "	1915	.....
1st Mortgage, Sterling	2,450,000	7	" "	Baltimore.	1891	.....	Nashua and Lowell:	898,000	6	Feb. and Aug.	Boston.	1892	.....
2d Mortgage Dollar	3,000,000	8	Jan. and July.	" "	1890	.....	Bonds for freight depot.....	1,000,000	4	June and Dec.	" "	'81-'91	.....
3d Mortgage Dollar	4,000,000	8	April & Oct.	" "	1908	.....	Nashville, Chattanooga & St. Louis	4,902,000	7	Jan. & July.	" "	1912	.....
4th Mortgage	300,000	7	May & Nov.	" "	1894	.....	1st Mort., endorsed by Tenn...	320,000	6	" "	" "	'11-'12	.....
1st Mort. (Scioto & Hock. Val.)	750,000	7	June & Dec.	" "	1906	.....	2d Mort. (Hela by U. S. Gov.)	300,000	6	" "	" "	1918	.....
1st Mort. (Balt. Short Line) guar.	750,000	7	Jan. & July.	" "	1900	.....	New Mortgage for \$5,800,000	90,000	7	" "	" "	1906	.....
1st Mort. (Cin. & Balt.)	1,760,000	8	Jun. & Dec.	Boston.	1892	.....	1st M. (Mo. v. & M. & W. A. R. R.)	1,958,000	7	Jan. & July.	New York.	1900	.....
Marquette, Houghton & Ontonagon	645,000	6	March & Sept.	" "	1908	.....	1st Mort. (T. nn & Pacific K. R)	178,000	6	April & Oct.	Nashville.	1887	.....
1st Mortgage (Marq. & Ont.)	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	.....	1st Mort. (Jaasper Br. Extension)	600,000	7	April & Oct.	New York.	1910	.....
Massachusetts Central:	1,294,000	7	Jan. & July	New York.	1915	.....	Nashville and Decatur (L. & Nash.)	800,000	7	May & Nov.	New York.	1889	.....
1st Mortgage, extended	1,000,000	7	" "	" "	1885	.....	1st Mortgage sinking fund, guar.	720,000	6	April & Oct.	New York.	1904	.....
2d Mortgage	1,400,000	7	" "	" "	1916	.....	2d Mortgage gold	250,000	7	" "	" "	" "	.....
1st Mortgage (Tennessee Div.)	651,000	7	" "	" "	1916	.....	Natchez, Jackson and Columbus:	1,164,500	7	" "	" "	" "	.....
Consolidated Mortgage	250,000	8	May & Nov.	New York.	'81-'83	.....	1st Mortgage, gold	250,000	7	" "	" "	" "	.....
General Mortgage, Land Grant.	2,600,000	4	January.	" "	1907	.....	Nevada Central:	250,000	7	" "	" "	" "	.....
Metropolitan Elevated:	5,600,000	6	Jan. & July.	New York.	1908	.....	1st Mortgage, gold	250,000	7	" "	" "	" "	.....
1st Mortgage	6,000,000	6	May & Nov.	" "	1899	.....	Newark, Somerset & Strataville:	1,000,000	7	" "	" "	" "	.....
Mexican Central:	11,430,000	7	" "	" "	" "	.....	1st Mortgage	1,164,500	7	" "	" "	" "	.....
Income Bonds conv., non-cum.	2,000,000	8	" "	" "	" "	.....	Newburg, Dutchess and Conn.	250,000	7	" "	" "	" "	.....
Mexican National:	7,500,000	6	" "	" "	1911	.....	1st Mortgage	250,000	7	" "	" "	" "	.....
1st Mortgage, gold	437,000	8	April & Oct.	New York.	1882	.....	New Haven and Derby:	300,000	7	" "	" "	" "	.....
Michigan Air Line (Mich. Cent.)	1,608,890	8	" "	" "	1882	.....	1st Mortgage	225,000	7	" "	" "	" "	.....
1st Mort. (South Bend Div.) assum	3,000,000	8	May & Nov.	New York.	1890	.....	3d Mort. guar. by New Haven..	1,800,000	7	" "	" "	" "	.....
Michigan Central:	1,900,000	8	Jan. & July.	" "	1890	.....	New Haven and Northampton:	100,000	6	" "	" "	" "	.....
1st Mortgage, convertible	556,000	8	Apr. and Oct.	" "	1883	.....	1st Mortgage	280,000	6-7	" "	" "	" "	.....
1st Mortgage sinking fund conv.	500,000	6	March & Sept.	" "	1909	.....	Convertible bonds, tax free....	1,00,000	6	" "	" "	" "	.....
Consol. Mortgage for \$13,000,000	6,240,000	7	May & Nov.	New York.	1885	.....	Holyoke and Westfield bonds.	1,00,000	6	" "	" "	" "	.....
1st Mort. (Mich. Air Line) assum'd	400,000	7	May and Nov.	New York.	1899	.....	Consol. Sinking Fund Bonds....	278,000	6	" "	" "	" "	.....
Equipment Bonds for \$800,000	400,000	7	" "	" "	" "	.....	New Jersey and New York:	1,448,600	6	" "	" "	" "	.....
Mort. Bonds (Grand River Val.)	400,000	7	" "	" "	" "	.....	1st Mortgage, 1880	200,000	6	" "	" "	" "	.....
Mich. So. and North's Indiana:	2,400,000	7	" "	" "	" "	.....	1st M. (Int. guar. by N.Y. & L. B.)	300,000	6	" "	" "	" "	.....
1st Mort. assum'd by L. S. & M. S.	400,000	7	" "	" "	" "	.....	1st Mort. (Long Br. & Sea Sh.)	300,000	6	" "	" "	" "	.....
Middletown, Union, & W. Gap:	400,000	7	" "	" "	" "	.....	New London Northern:	387,500	6	" "	" "	" "	.....
1st Mortgage tax free	400,000	7	" "	" "	" "	.....	1st Mortgage	512,000	6	" "	" "	" "	.....
Midland of New Jersey:	2,800,000	6-8	" "	" "	" "	.....	Consol. Mortgage for \$1,500,000.	3,000,000	6	" "	" "	" "	.....
1st Mortgage	4,700,000	6	" "	" "	" "	.....	1st Mortgage, gold, 1880	4,000,300	6	" "	" "	" "	.....
Income Bonds, Class A and B...	4,700,000	6	" "	" "	" "	.....	2d Mortgage, debenture, 1890	4,000,300	6	" "	" "	" "	.....
						.....	New Orleans Pacific:						.....
						.....	1st Mortgage, 1880						.....

AMERICAN RAILROAD BOND LIST

An Asterisk (*) affixed to rate of interest signifies "Payable Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
New York & Canada (D. & H. C.):	\$						Ohio Central:	\$						
1st Mort. for \$200,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....	1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
New York Central & Hudson R.:							Income bonds, non-cum., 1880	3,000,000	7	"	"	"	1920
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	Terminal Mortgage bonds, 1880	600,000	6	"	"	"	1920
Bonds for B. & N. F. stg.	74,500	6	"	"	1883	Ohio and West Virginia:							
Bonds for R. R. Stocks	692,000	6	"	"	1883	....	1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Bonds for Real Estate	162,000	6	"	"	1883	Old Colony:							
Bonds of 1854 renewed	2,391,300	6	June & Dec.	"	1887	....	Plain Bonds	1,100,000	6	March & Sept.	Boston.	1886	....
2d Mort. (Hudson River) S. F.	1,423,200	7	"	"	1885	Plain Bonds	32,000	5	"	"	"	1884
1st Mort. coup. for \$80,000,000	18,725,000	7	Jan. & July.	"	1903	Plain Bonds	1,692,000	7	"	"	"	1894
1st Mort., reg'd	9,733,333	6*	"	"	1903	....	Plain Bonds	390,600	7	Various	"	1881	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....	Plain Bonds	500,000	6	June & Dec.	"	1886	....
New York City and Northern:							Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Consol. Mort. for \$4,000,000	8,427,000	6	May & Nov.	New York.	1910	Oil Creek (Buffalo, Pittsb. & W.):							
New York El. vated:							1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
1st Mortgage \$ or 2	8,000,000	7	Jan. & July.	New York.	1906	Omaha and Southwestern:							
New York and Greenwood Lake:							1st Mortgage, guar.	1,034,000	8	June & Dec.	Boston.	1886	....
1st Mortgage	900,000	7	Feb. & Aug.	New York.	Oregon and California:							
2d Mortgage, Income	1,900,000	7	March & Sept.	"	....	....	1st Mortgage, gold	10,960,500	7*	April & Oct.	Frankfort.	1890	....
New York and Harlem:							Oregon Central:							
Consol. Mort. for \$12,600,000	10,500,000	7	May & Nov.	New York.	1900	....	1st Mortgage	4,395,000	7	Jan. & July.	New York.	1881	....
Sinking Fund Mortgage of 1881	107,704	7	Jan. & July.	"	1881	....	2d Mortgage	800,000	7	March & Sept.	"	906	....
N. York, Housatonic & Nor.:							Oregon Pacific:							
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....	1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
New York, Lake Erie & West.:							Oswego and Rome (R. W. & O.):							
1st Mortgage, extended	2,487,000	7	May & Nov.	New York.	1897	....	1st Mortgage, guar.	850,000	7	May & Nov.	New York.	1915	....
2d Mortgage, convert, extended	2,150,000	5	March & Sept.	"	1919	....	Income Mortgage	200,000	7	Feb. & Aug.	"	1891	....
3d Mortgage	4,852,000	7	"	"	1883	Oswego and Syracuse (D. L. & W.):							
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....	1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	1880-81	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....	Consolidated Mortgage, guar.	838,900	7	March & Sept.	"	1907	....
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	"	1891	Ottawa, Oswego and Fox River:							
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....	1st Mortgage guar by C. B. & Q.	1,070,000	8	Jan. & July.	N. Y. & Bos.	1900	....
1st Consol. Mortgage, gold	16,660,000	7*	March & Sept.	N. Y. or Lond.	1920	Panduch and Ellsabethtown:							
1st Consol. M. Fund. Coup. Bds	3,699,238	7*	"	"	1920	....	1st Mortgage	229,991	8	Feb. & Aug.	New York.	1897	....
New 2d Consol. Mort. gold	24,400,000	6*	June & Dec.	"	1909	....	2d Mortgage Income	1,141,000	7	April	"	1897	....
New 2d do. funded coupons	8,597,400	6*	"	"	1909	Palmerville and Youngstown:							
Income bonds (non-cumulative)	808,008	6*	"	"	1977	....	1st Mortgage, 1880	150,000	7	Jan. & July.	"	1910	....
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1880	839,300	7	"	"	....	....
New York and New England:							Panama							
1st Mort. new for \$10,000,000	6,467,000	6-7	Jan. & July.	Boston.	1905	....	General Mort. stg. (\$1,000,000)	3,999,000	7*	April & Oct.	London.	1897	....
New York, N. Haven & Hartford:							Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	Paterson, Newark & N. Y. (Krie):							
New York, Pennsylvania & Ohio:							1st Mortgage, guar.	500,000	7	"	"	....	....
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	Pennsylvania:							
1st Mort., gold, Income, 1890	35,000,000	7*	Jan. & July.	"	1905	....	General Mortgage	10,999,760	6	Jan. & July.	Phil. or Lond.	1910	....
2d Mortgage \$ & 2 Income, 1880	14,500,000	6*	May & Nov.	"	1910	....	General Mortgage, registered	22,201,540	6	Apr. 1 & Oct.	"	1910	....
3d Mortgage \$ & 2 Income, 1880	30,000,000	5*	"	"	1916	....	Consolidated Mortgage, 1873	5,000,000	6	M. J. S. & D.	"	1906	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	"	1902	....	Consolidated Mort. gold, 1879	4,091,875	6	June & Dec.	"	1900	....
Leased Lines Rental Trust, 1873	3,698,000	2-7	"	London.	1903	....	State ten for \$1,500,000, stg. fd.	4,091,875	6*	April & Oct.	Philadelphia.	181-2	....
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	"	"	0	....
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	Pennsylvania Company:							
N. Y. Woodhaven & Rockaway:							Judgment bds (held by P. A. R. R.)	6,400,000	6	"	Philadelphia.	Dem.	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....	Registered bonds	3,200,000	6	I. A. J. & O.	"	1917	....
Norfolk & Peterb.—See Atl. & O.							Bonds gold, guaranteed, 1887	10,000,000	4*	"	"	1921	....
North Carolina:							Pennsylvania & New York (L. Y.):							
1st Mortgage	210,000	8	May & Nov.	Co's Shops, N. O.	1888	....	1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1900	....
North Missouri (St. L., K. C. & N.):							1st Mortgage guaranteed	1,500,000	7	"	"	1900	....
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	Peoria & Bureau Val. (O. R. I. & P.):							
North Pennsylvania:							1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	Peoria Decatur and Evansville:							
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....	1st Mortgage, gold, 1880	1,237,000	6*	Jan. & July.	New York.	1920	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....	Income Bonds, non-cum., 1880	459,000	6	"	"	1920	....
Bonds of 1881, secured by stock	1,200,000	6	"	"	....	....	1st Mort. (Evansville Division)	750,000	6	March & Sept.	"	1920	....
Northeastern (S. C.):							Income Bonds (do.) non-cum.	750,000	6	"	"	1920	....
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	Peoria, Pekin and Jacksonville:							
2d Mortgage	238,000	8	"	"	1899	....	1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
Northern (Cal.):							2d Mortgage	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage	2,435,000	6	"	"	1907	Perkinston (Phila. and Edg.):							
Northern Central (Mich.):							1st Mortgage	799,800	6	April & Oct.	Philadelphia.	1887	....
1st Mortgage	1,825,000	7	"	"	1903	....	Consol. Mort. gold S. F. guar.	1,125,000	6*	June & Dec.	"	1912	....
Northern Central:							Peterborough (N. H.):							
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	Plain Bonds, redeem. after 1882	100,500	6	April & Oct.	Boston.	1897	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	Petersburg:							
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....	1st Mortgage (Installments)	500,000	8	Jan. & July.	New York.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....	2d Mortgage	300,000	8	May & Nov.	"	1902	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	Philadelphia and Balt. Div.:							
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....	1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Second Gen'l Mort. coupon "A"	3,000,000	5	"	"	1926	....	2d Mortgage (Md. Div.)	300,000	6	"	"	1891	....
Second Gen. M. coup. "B" conv.	1,000,000	5	"	"	1926	....	2d Mortgage	400,000	7	"	"	1900	....
Northern New Jersey (Erie):							Philadelphia and Erie (Penn.):							
1st Mortgage, extended	500,000	6	Jan. & July.	Jersey City.	1889	....	1st Mort. (S. mba y & Eile)	976,000	7	April & Oct.	Philadelphia.	1897	....
2d Mortgage	200,000	7	March & Sept.	"	1889	....	1st Mort. (\$5,000,000 are sterling)	6,000,000	6*	"	"	1911	....
Northern Pacific:							2d Mortgage	3,000,000	7	Jan. & July.	Phil. or Lond.	1888	....
1st Mort., l. g. Mo. Div.	2,383,896	6	"	New York.	1910	....	General Mort. for \$20,000,000	8,683,000	6*	"	"	1920	....
1st M. l. g., Pend D'Oreille Div.	1,897,940	6	March & Sept.	"	1910	Phila. alpha and Reading:							
Consol. Mort. l. g., gold, 1880	29,000,000	6*	Jan. & July.	"	1921	....	Receiver's Certificate, 1880	1,204,000	4-6	"	Philadelphia	....	....
Northwestern Virginia:							Loan of 1908, debenture	1,185,300	6	Jan. & July.	"	1893	....
3d Mort., Mort														

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Phila., Newton and New York:							St. Louis, Alton and Terre Haute:						
1st M. guar. by Phila. & Rdg.	700,000	8	April & Oct.	Philadelphia.	1897	....	1st Mortgage 1st M. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
Philadelphia, Wilmington & Balt.							1st Mortgage 2d M. (Series B)	1,100,000	7	April & Oct.	"	1894	....
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Balt.	1884	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....
Loan of 1867	1,000,000	6	April & Oct.	"	1887	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Loan of 1872	700,000	6	"	Philadelphia.	1892	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	....
Loan of 1875	800,000	6	"	"	1900	....	Equipment Mortgage	300,000	10	March & Sept.	"	1880	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....	St. Louis, Iron Mt. and Southern:						
Pittsburg, Cin. & St. Louis (P. & S.):							1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....	2d Mort. (")	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....	1st Mort. L.G. (Arkansas Br.)	2,500,000	7	Jan. & July.	New York.	1893	....
Consol. Mortgage for \$100 0,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	....	1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7	"	"	1897	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1912	....	1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	"	1891	....
Pittsburg and Connelville:							St. Louis, Jacksonville & Chicago:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....	1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
1st Mort. (Turtis Creek Div.)	226,000	7	Feb. & Aug.	Pittsburg.	1882	....	2d Mortgage	360,000	7	Jan. & July.	"	1898	....
Consol. Mort. guar. by B. & O.	6,500,000	6	Jan. and July.	London.	1926	....	St. Louis, Kansas City & North:						
Pittsburg, W. Wayne & Chicago:							1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	....	Real estate & 2d M. for \$3,000,000	2,993,000	7	March & Sept.	"	1904	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	"	1912	....	1st & 2d M. on St. Charles Bridge	1,834,600	7	April & Oct.	"	1908	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....	1st Mort. (")	2,350,000	7	"	"	1919	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....	1st Mort. (")	284,000	6	Feb. & Aug.	"	1919	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....	St. Louis and San Francisco:						
1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....	1st Mort. (South Pacific) gold	7,144,300	6	Jan. & July.	New York.	1883	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	"	1912	....	2d Mortgage A for \$500,000	414,306	6	May & Nov.	"	1906	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....	2d Mort. B. & C. for \$5,200,000	5,064,323	3	"	"	1906	....
2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....	Equipment Mortgage	1,000,000	7	June & Dec.	"	1895	....
2d Mortgage (Series J)	860,000	7	April and Oct.	"	1912	....	Land Debentures	300,000	10	J. A. J. & O.	"	1884	....
2d Mortgage (Series K)	860,000	7	May and Nov.	"	1912	....	Mo. and Western R. R. Mort.	1,100,000	6	Feb. and Aug.	"	1919	....
2d Mortgage (Series L)	860,000	7	June and Dec.	"	1912	....	Joplin Railroad Bonds	200,000	....	"	"	....	....
2d Mortgage (Series M)	860,000	7	Jan. & July.	"	1912	....	St. Louis, Vandalia & Terre Haute:						
2d Mortgage	2,000,000	7	April and Oct.	"	1912	....	1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
Construction Bonds	100,000	7	Jan. & July.	"	1887	....	2d Mortgage (A.) guaranteed	1,600,000	7	May & Nov.	"	1898	....
Equipment bonds-renewed	1,000,000	8	March & Sept.	"	1884	....	2d Mortgage (B.) convertible	1,000,000	7	"	"	1898	....
Pittsburg and Lake Erie:							S. Paul, Minn. and Manitoba:						
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	....	1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
Pittsburg, Va. and Charleston:							1st Mort. (St. Paul to Wabash)	366,000	7	Jan. & July.	"	1892	....
1st Mortgage	1,583,000	7	April & Oct.	Philadelphia.	1902	....	1st Mort. L. G. sinking fund	7,454,303	7	"	N. Y. & Lond.	1909	....
Portland & Ogdensburg:							2d Mortgage, gold	8,000,000	6	April & Oct.	"	1909	....
1st Mortgage, gold	800,000	6	Jan. & July.	Portland.	1900	....	1st M. Dakota Ext. for \$6,000,000	2,250,000	6	May & Nov.	New York.	1910	....
New Mort. gold, for \$3,300,000	2,368,000	6	May and Nov.	"	1901	....	Sand. Mansfield & Newark (B. & O.)						
Portland and Rochester:							1st Mortgage guaranteed	2,303,000	7	Jan. & July.	New York.	1902	....
1st Mort. (Portland Loan) 1st M. (equal lien)	700,000	6	Jan. & July.	Boston.	1887	....	Javannah, Florida and Western:						
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....	1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	"	1897	....
2d Mort. (Portland Loan) 1st M. (equal lien)	450,000	6	Various.	"	1891	....	Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	"	New York.	1879	....
Port Royal and Augusta:							1st Mort. (So. Ga. and Florida)	464,000	7	May & Nov.	"	1888	....
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	....	2d Mort. (")	200,000	7	"	"	1889	....
2d Mortgage	1,400,000	6	Feb. & Aug.	"	1899	....	Javannah, Griffin & North Ala.						
Portsmouth, Gt. Falls & Conway:							1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
1st Mortgage	1,000,000	4	June & Dec.	Boston.	1927	....	Schenectady and Duaneburg:						
Providence and Springfield:							1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....	Seloto Valley:						
Providence and Worcester:							1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....	2d Mortgage S. F.	200,000	7	April & Oct.	"	1894	....
Railroad and Gaston:							Sammokin Valley & Pottsville:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Balt.	1898	....	1st Mortgage, on road and lands	2,000,000	7	Jan. & July.	Philadelphia.	1901	....
Rearring and Columbia (P. & R.):							Shenandoah Valley:						
1st Mort. Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....	1st Mortgage	2,100,000	7	"	"	1909	....
2d Mort. Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....	2d Mortgage, Income	1,400,000	....	"	"	....	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....	Shenandoah and Allegheny:						
Rensselaer and Saratoga:							1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	New York.	1921	....	Shore Line (N. Y., N. H. & Hart.)						
Rhinbeck and Connecticut:							1st Mortgage, 18-0	200,000	4	March & Sept.	New Haven.	1910	....
1st Mortgage, gold	800,000	7	"	"	"	....	Sioux City and Dakota:						
Richmond and Allegheny:							1st Mort. (Dakota Southern)	600,000	7	Feb. & Aug.	New York.	1894	....
1st Mortgage, gold, 1880	5,000,000	7	"	"	"	....	1st M. (Sioux City & Pembina)	300,000	7	June & Dec.	"	1908	....
Richmond and Annapolis:							Sioux City and Pacific:						
Virginia State Loan, 1st M. (Feldmont branch)	508,000	6	Jan. & July.	Richmond.	1880	....	1st Mortgage	1,628,000	6	Jan. & July.	New York.	1898	....
1st Mort. (Feldmont branch)	109,400	6	"	"	1878	....	2d Mortgage (Gov. Subsid.)	1,628,000	6	"	U. S. Treasury	1898	....
1st Mort. (Northwestern, N. C.)	500,000	6	April and Oct.	N. Y. or Rich.	1878	....	Somerset:						
Consolidated Mortgage	1,766,900	6	May and Nov.	New York.	178-90	....	1st Mortgage, gold	450,000	7	Jan. & July.	"	1891	....
Gen'l Mort. gold for \$6,000,000	1,728,000	6	April & Oct.	"	1904	....	South Carolina:						
R. ch., Fredericksburg & Potomac:							1st Mortgage Sterling	1,482,067	6	Jan. & July.	London.	178-88	....
Sterling Loan	87,227	6	Jan. & July.	London.	178-95	....	1st Mortgage (L.) currency	1,061,500	6	"	New York.	178-88	....
Dollar Loan	177,516	6	Various.	Richmond.	180-90	....	2d Mort. for \$3,000,000	1,028,500	7	April & Oct.	"	1902	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelphia.	181-90	....	Domestic (I) Bonds	1,067,500	7	"	Charleston.	1891	....
Richmond and Petersburg:							Domestic (K) Bonds	63,500	6	Jan. & July.	New York.	180-92	....
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	181-86	....	South and North Alabama:						
New Mortgage of 1878	50,000	7	May and Nov.	"	1915	....	1st Mort. endor. by Ala., gold	391,000	8	Jan. & July.	New York.	1890	....
Rochester and State Line:							Sterling Mort. guar. by L. & N.	5,075,040	6	May & Nov.	London.	1903	....
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....	Southern Central (N. Y.):						
Rock Island and Pacific:							1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage	150,000	10	Jan. & July.	New York.	1920	....	2d Mortgage	600,000	7	March & Sept.	"	1882	....
Rome, Watertown & Ogdensburg:							2d Mortgage, Interest Bonds	576,050	7	Feb. & Aug.	"	1887	....
1st Mortgage (W. & R.) 1st M. (equal lien)	422,500	7	March & Sept.	New York.	1910	....	2d Mortgage, Interest Bonds	42,000	7	March & Sept.	"	1887	....
2d Mortgage	1,000,000	7	Jan. & July.	"	1892								

An Asterick (*) fixed to rate of interest signifies Payable

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:							Warren (D. L. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904	.....	1st Mortgage consolidated.....	600,000	7	March & Sept.	New York.	1905	.....
Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	.....
1st Mortgage.....	1,000,000	7					Wash. City & Pt. Lookout (S. & O.):						
Syracuse, Bing. & N.Y. (D.L. & W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	.....
1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	.....	Washington City, Va. Mid. & Gt. So.						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	.....	1st Mort. (O., Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	.....
Syracuse, Chenango and N. Y.							2d Mort. (.....)	335,000	7	Apr. and Oct.	"	1891	.....
1st Mortgage.....	251,400	7	Feb. and Aug.	Syracuse.	1907	.....	1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1879	.....
Syracuse, Geneva and Corning:							2d Mort. (.....)	1,197,500	6	Jan. and July.	"	1875	.....
1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1905	.....	3d Mort. (.....)	600,000	6	May and Nov.	"	1873	.....
Terre Haute & Indianapolis:							4th Mort. (.....)	700,000	6	March & Sept.	"	1880	.....
Bonds of 1873 for \$1,000,000.....	1,000,000	7	April & Oct.	New York.	1903	.....	General Mortgage.....	1,072,000	7	May and Nov.	"	1903	.....
Terre Haute & Logans. (T.H. & I.):							1st Mortgage (Lynchb. & Danv.)	1,310,000	6	Apr. and Oct.	"	1906	.....
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910	.....	Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	'73-'90	.....
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1906	.....	1st Mortgage.....	251,000	7	Apr. and Oct.	New York.	1901	.....
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,431,000	6	Mar. & Sept.	N. Y., Ph. Lon.	1905	.....	General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	.....
2d Mortgage Consolidated.....	7,019,000	6	June & Dec.	"	1905	.....	Western of Alabama.....						
Income and Land Grant.....	1,170,000	7	July.	N. Y. & Phil.	1915	.....	1st Mortgage (Western R.R.).....	600,000	8	Apr. and Oct.	New York.	1899	.....
1st Mort. gold, (Rio Grande Div.)	6,000,000	6	Feb. & Aug.	"	1930	.....	1st Mortgage (M. & W. Point I. R.)	300,000	8	Jan. & July.	"	1881	.....
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,155,000	8	April & Oct.	"	1900	.....
1st Mortgage gold, 1880.....	1,040,000	6	June & Dec.	New York.	1910	.....	Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	.....
1st Mortgage, gold, 1881.....	3,000,000	6			1921	.....	Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	.....
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910	.....	1st Mort. endor. by Balt.....	200,000	6	"	"	1895	.....
2d Mort., Income (non-cum) 1880	2,250,000	6			1910	.....	2d Mort. (.....)	300,000	6	"	"	1896	.....
Troy and Boston:							2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1896	.....
1st Mortgage, Consolidated.....	1,384,000	7	Jan. & July.	New York.	1894	.....	2d Mortgage preferred.....	600,000	6	"	"	1896	.....
Convertible Bonds.....	650,000	7	March & Sept.	"	1882	.....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	.....
Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	.....
1st Mortgage.....	140,000	7	Jan. & July.	Rondout.	1904	.....	Funded Coupons.....	620,250	6	"	"	1890	.....
2d Mortgage, Income Bonds.....	1,242,600	7	"	"	1904	.....	Western Minnesota:						
Union Pacific:													

[illegible]

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running data (....) signify "not ascertained." Land Grant Railroads are printed in "Italics". State-aid Railroads are distinguished by a "s."

Year ending.	Railroad.			Rolling Stock.			Property and Assets.			Liabilities.			Railroad Operated.			Operations.			Earnings.			Value of Shares.			
	Track and Sidings.			Gauge of Track.			Engines.			Cars.			Freight.			Net.			Gross.			Dividends.		Market.	
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.		
Dec. 31, 1879	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Nov. 30, 1879	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Oct. 31, 1879	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Sept. 30, 1879	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Aug. 31, 1879	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
July 31, 1879	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
June 30, 1879	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
May 31, 1879	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
April 30, 1879	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
March 31, 1879	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Feb. 28, 1879	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Jan. 31, 1879	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Dec. 31, 1878	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Nov. 30, 1878	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Oct. 31, 1878	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Sept. 30, 1878	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Aug. 31, 1878	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
July 31, 1878	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
June 30, 1878	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
May 31, 1878	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
April 30, 1878	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
March 31, 1878	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Feb. 28, 1878	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Jan. 31, 1878	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Dec. 31, 1877	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Nov. 30, 1877	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Oct. 31, 1877	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Sept. 30, 1877	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
Aug. 31, 1877	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
July 31, 1877	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
June 30, 1877	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163	1,408,124	1,408,124	116,163		
May 31, 1877	1,579,440	454,398	7,431	1,408,124	116,163	1,408,124	1,408,124	116																	

[illegible]

Railway Accidents in Great Britain.

From the report of Mr. Henry G. Calcraft to the English Board of Trade, on the accidents which have occurred on the railways of the United Kingdom during the year 1880, and which was read to both houses of Parliament, we learn that the total number of passenger journeys during the year amounted to 603,884,000, exclusive of 110,000,000 journeys by season ticket-holders, being an increase in the case of the former of 41,000,000 over the preceding year, and representing upward of twenty passenger journeys each for every man, woman, and child in the Kingdom. Out of these 714,000,000 passengers during 1880, only 29 were killed and 904 injured from accidents to trains, being a proportion of one death in about 24,000,000 passengers, and one injury in about 780,000. The total number of persons returned to the Board of Trade as having been killed in the working of the different railways was 1,136, and the number injured 3,958; but the figures we have quoted above refer to passengers killed or injured from accidents to trains when in motion, the remaining fatalities and injuries being due to casualties of various kinds. As things stand, it is evidently safer to travel in a railway carriage than to walk the streets of London, where, as has often been shown, there are more deaths caused by accident or carelessness than on all the lines of railway in the country. In fact, out of the 118 train accidents during 1880, the number in which passengers were killed was only 10; while since 1872 the length of the railway lines has increased by 12 per cent, the miles traveled by the trains 22 per cent, and the passenger journeys 32 per cent.

The Directors of the Paramore Narrow Gauge Railroad met at Little Rock, Ark., on the 27th ult., and consolidated the Missouri and Arkansas lines. The length of the line will be over 1,600 miles, its terminus being the City of Mexico.

A BRIDGE is to be erected on the line of the Bradford branch of the New York, Lake Erie and Western Railroad, across a ravine through which runs Kinsua Creek, that will be 301 feet high and 2,250 feet long. The structure will cost \$500,000.

The report of the Grand Trunk Railway Company of Canada for the half year ending June 30th shows gross receipts amounting to over \$1,000,000, and the profits to \$358,400. First and second preference stockholders receive dividends at the rate of 5 per cent.

A CORRESPONDENT writing from Concord, N. H., under date Sept. 22d, says that there has been for some time more or less discussion concerning the building of a beach railroad on the New Hampshire coast. One proposition, which has a considerable number of supporters, is for a narrow gauge line from Hampton to Rye. W. S. Hills, of Windham, and others, advocate the construction of a road which should start from the Exeter depot on the Boston and Maine route, proceed to Hampton station on the Eastern, and thence, 2½ miles, to Boar's Head; thence turning along the coast to the Rye beaches and beyond, terminating at Portsmouth. There seems to be a general demand for more extensive railway facilities along New Hampshire's Atlantic line.

Anthracite Coal Tonnage.

The following is an official statement of the anthracite coal tonnage for the month of August, compared with the same period last year:

	1880.	1881.
Reading Railroad.....	470,242	707,819
Lehigh Valley Railroad.....	368,928	530,606
New Jersey Central Railroad.....	277,027	367,471
Del., Lack. and Western.....	280,247	417,957
Delaware and Hudson Canal.....	183,578	305,638
Pennsylvania Railroad.....	204,937	200,145
Pennsylvania Coal.....	81,465	161,125
N. Y., Lake Erie and West. R. R.....	29,107	42,789

Total..... 1,895,515 2,733,547

The following is the statement for the first eight months of the current year, compared with the same period last year:

	1880.	1881.
Reading Railroad.....	3,494,882	4,272,485
Lehigh Valley Railroad.....	2,619,546	3,521,043
New Jersey Central Railroad.....	2,020,051	2,577,516
Del., Lack. and Western.....	2,118,728	2,748,313
Delaware and Hudson Canal.....	1,608,838	2,007,681
Pennsylvania Railroad.....	1,100,022	1,440,586
Pennsylvania Coal.....	631,009	892,993
N. Y., Lake Erie and West. R. R.....	251,354	312,623

Total..... 13,844,431 17,733,144

The stock of coal on hand at tide-water shipping points, August 31, 1881, was 652,943 tons; on July 31, 1881, 674,716 tons; decrease, 21,773 tons.

Philadelphia and Reading Companies.

The following is the comparative statement of the Philadelphia and Reading Railroad Company and the Philadelphia and Reading Coal and Iron Company for the month of August, 1881 and 1880:

	1881.	
GROSS RECEIPTS.	Profit for mo.	Year to date.
Railroad traffic.....	\$900,431.74	\$5,836,065.81
Canal traffic.....	64,368.69	239,068.96
Steam colliers.....	37,404.11	176,327.47
Richmond coal barges.....	1,558.05	297.50
Total Railroad Co.....	\$1,003,762.59	\$6,251,759.64
Reading Coal & Iron Co.....	151,503.06	689,098.50
Total of all.....	\$1,155,265.65	\$6,934,858.14
TONNAGE & PASSENGERS.	Month.	Year to date.
Tons of coal on railroad.....	818,890.06	5,647,080.10
Tons of merchandise.....	665,203.06	4,789,830.05
Passengers carried.....	1,043,413	7,625,501
Coal transp by stm colliers.....	56,089.00	410,104.00
TONS OF COAL MINED.		
By Coal and Iron Company.....	494,643.02	2,679,640.06
By tenants.....	142,229.00	1,051,224.01
Tons mined from lands owned and controlled by Co. and from leasehold estates.....	576,872.02	3,730,864.15

	1880.	
GROSS RECEIPTS.	Profit for mo.	Year to date.
Railroad traffic.....	\$740,900.92	\$5,248,366.78
Canal traffic.....	32,927.67	157,373.97
Steam colliers.....	14,252.23	139,050.34
Richmond coal barges.....	11,442.48	1,526.30
Total Railroad Co.....	\$786,638.34	\$5,546,317.39
Reading Coal & Iron Co.....	73,309.98	14,233.66
Total of all.....	\$860,948.32	\$5,560,551.05
TONNAGE & PASSENGERS.	Month.	Year to date.
Tons of coal on railroad.....	557,614.08	4,785,760.04
Tons of merchandise.....	483,571.06	4,403,360.19
Passengers carried.....	500,147	7,125,556
Coal transp by stm colliers.....	54,752.00	408,692.00
TONS OF COAL MINED.		
By Coal and Iron Company.....	244,335.12	2,265,788.01
By tenants.....	105,311.07	799,663.17
Total mined from lands owned and controlled by Co. and from leasehold estates.....	349,646.17	3,065,451.18

Total of both companies for month of August, 1881: Gross receipts, \$3,522,426.07; gross expenses, \$2,367,160.42; profit, \$1,155,265.65.

The Pittsburgh and Western and the Youngstown and State Line Railroads have been consolidated.

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 23.

	W. 21. Th. 22. F. 23. Sat. 24. M. 25. Tu. 27.
Allegheny Val. 73-100.....	.....
7s, Income.....	.....
Camden & Am. 6s, 1880.....	104½
6s, 1880.....	.....
Mort. 6s, 1880.....	116 116
Camden and Atlantic.....	.....
Preferred.....	.....
1st mortgage.....	.....
2d mortgage.....	.....
Jatawissa.....	.....
Preferred.....	.....
7s, new.....	.....
Del. & Bound Brook.....	.....
7s.....	.....
Elmira & Williamsport.....	.....
Preferred.....	.....
Hunt. & B. Top Mt.....	.....
Preferred.....	24½ 25 27
2d mortgage.....	.....
Lehigh Navigation.....	44½ 44½ 46½ 46½
6s, 1884.....	107
Gold Loan.....	.....
Railroad Loan.....	117
Conv. Gold Loan.....	.....
Consol. Mort. 7s.....	.....
Lehigh Valley.....	61 61 60½ 61
1st mort. 7s, coupon.....	.....
1st mort. 7s, reg.....	.....
2d mort. 7s.....	.....
Consol. mort. 6s.....	.....
Consol. mort. 6s, reg.....	.....
Little Schuylkill.....	56
Minehill & Sch. Haven.....	.....
North Pennsylvania.....	.....
1st mortgage 6s.....	.....
2d mortgage 7s.....	.....
Gen'l mort. 7s, coup.....	.....
Gen'l mort. 7s, reg.....	.....
Northern Central.....	62 61½ 62 62½
6s.....	100 100½ 100½
Northern Pacific.....	394 394 40½ 40½
Preferred.....	79 79 80 80½
Pennsylvania R. R. 6s.....	65 65½ 66 66½
1st mortgage.....	.....
Gen'l mortgage.....	.....
Gen'l mort. reg.....	128
Consol. mort. 6s.....	.....
Consol. mort. 6s, reg.....	.....
Penn. State 3d series.....	.....
do. 3d series.....	101½
do. 3s, new.....	.....
do. 4s.....	.....
Phila. and Reading.....	33 36½ 36½ 36½
1st Mortgage 6s.....	121 121 121 121
7s, of 1893.....	.....
7s, new convertible.....	72
Consol. mortgage 7s.....	.....
Consol. mortgage reg.....	.....
Gen'l mortgage 6s.....	94 94 96 96
Philadelphia and Erie 22.....	.....
1st mortgage, 7s.....	116½
2d mortgage, 7s.....	.....
Pittsb. & St. L. 7s.....	21 21 22 22
Pittsb., Titusv. & Rud. 21½.....	.....
7s.....	87
Schuylkill Navigation.....	18
Preferred.....	18
6s, 1872.....	94
6s, 1882.....	94
United Co. of N. Jersey.....	100x 190 190
Hestonville, (Horse).....	.....
Chestnut & Wal. (do).....	.....
Greenand Coates (do).....	.....

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 27.

	W. 21. Th. 22. F. 23. Sat. 24. M. 25. Tu. 27.
Baltimore and Ohio.....	.....
6s, 1880.....	.....
6s, 1880.....	110
Central Ohio (\$50).....	108½
1st mortgage.....	.....
Marietta & Cincinnati.....	.....
1st mortgage, 7s.....	123
2d mortgage, 7s.....	91 90½ 90½
3d mortgage, 8s.....	49½
Northern Central (\$50) 62.....	52 52 52½
2d mortgage, 6s 1880.....	.....
3d mortgage, 6s, 1900.....	.....
6s, 1900, Gold.....	116½
6s, 1904, Gold.....	116
Orange and Alex. 1st.....	.....
2d mortgage, 6s.....	.....
3d mortgage, 6s.....	.....
4th mortgage, 6s.....	.....
O. Alex. & Manassas 7s.....	122
Pittsb. & Connellsv. 7s.....	82 82 81½ 82
Virginia 6s, Consol.....	82 82 82½ 83
Consol. Coupons.....	54 54 54½ 54½
10-40 bonds.....	.....
Deferred Certificates.....	.....
Western Maryland.....	.....
1st M. and by Balt.....	.....
2d M. do.....	.....
3d M. do.....	.....
1st M. unsecured.....	.....
2d M. and Wash. Co.....	.....
3d M. preferred.....	.....
City Passenger R. E.....	.....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 23.

	Th. 22	F. 23	Sat. 24	M. 25	Tu. 27	W. 28
Adams Express.....	138	137	137	137	137	137
Albany and Susq.....	128	128	128	128	128	128
1st mortgage.....	128	128	128	128	128	128
2d mortgage.....	128	128	128	128	128	128
American Express.....	59	59	59	59	59	59
Atlantic & Pacific Tel.....	100	100	100	100	100	100
Burl. C. R. & Nor.....	100	100	100	100	100	100
1st mortgage 5s.....	100	100	100	100	100	100
Canada Southern.....	64	64	64	64	64	64
1st mortgage guar.....	99	99	99	99	99	99
Central of N. Jersey.....	96	96	96	96	96	96
1st mortgage 1890.....	117	117	117	117	117	117
7s, consolidated, ass.....	100	100	100	100	100	100
7s, convertible, ass.....	100	100	100	100	100	100
7s, Income.....	100	100	100	100	100	100
Adjustment.....	100	100	100	100	100	100
Central Pacific.....	93	93	93	93	93	93
6s, gold.....	114	114	114	114	114	114
1st M. (San Joaquin).....	114	114	114	114	114	114
1st M. (Cal. and Or.).....	114	114	114	114	114	114
Land grant 6s.....	114	114	114	114	114	114
Chesapeake and Ohio.....	29	29	29	29	29	29
Chicago and Alton.....	130	131	131	131	131	131
Preferred.....	131	131	131	131	131	131
1st mortgage.....	131	131	131	131	131	131
Sinking Fund.....	131	131	131	131	131	131
Ohio, Burl. & Quincy 100	101	101	101	101	101	101
7s Consol. 1903.....	131	131	131	131	131	131
Ohio, Mil. and St. Paul 114	113	114	114	114	114	114
Preferred.....	113	113	113	113	113	113
1st mortgage, 5s.....	113	113	113	113	113	113
2d mortgage, 7 3-10s.....	113	113	113	113	113	113
7s, gold.....	113	113	113	113	113	113
1st M. (La Crosse div.).....	113	113	113	113	113	113
1st M. (I. and M. div.).....	113	113	113	113	113	113
1st M. (I. and D. ext.).....	113	113	113	113	113	113
1st M. (H. & D. div.).....	113	113	113	113	113	113
1st M. (C. & M. div.).....	113	113	113	113	113	113
Consolidated S. F.....	113	113	113	113	113	113
Can. & Northwestern 127	126	127	127	127	127	127
Preferred.....	126	126	126	126	126	126
1st mortgage.....	126	126	126	126	126	126
Sinking Fund.....	126	126	126	126	126	126
Consolidated 7s.....	126	126	126	126	126	126
Consol. Gold bonds.....	126	126	126	126	126	126
Do. reg.....	126	126	126	126	126	126
Ohio, Rock Isl. & Pac. 137	137	138	138	138	138	138
6s, 1917, c.....	137	138	138	138	138	138
Clev. Col. & Ind. 97	96	96	96	96	96	96
1st mortgage.....	96	96	96	96	96	96
Clev. & Pittsburg guar.....	96	96	96	96	96	96
7s, Consolidated.....	96	96	96	96	96	96
4th mortgage.....	96	96	96	96	96	96
Col. Ohl. & Ind. (Cent. 2s)	21	21	21	21	21	21
1st mortgage.....	21	21	21	21	21	21
2d mortgage.....	21	21	21	21	21	21
Del. & Hudson Canal 109	109	109	109	109	109	109
Reg. 7s, 1891.....	109	109	109	109	109	109
Reg. 7s, 1894.....	109	109	109	109	109	109
Del. Lack. & Western 126	126	127	127	127	127	127
2d mortgage 7s.....	126	126	126	126	126	126
7s, Consol. 1907.....	126	126	126	126	126	126
Erie Railway.....	126	126	126	126	126	126
1st mortgage.....	126	126	126	126	126	126
3d mort. 5s, ext.....	106	106	106	106	106	106
8th mortgage.....	106	106	106	106	106	106
7s, Consol. gold.....	126	126	126	126	126	126
Great Western 1st mort.....	126	126	126	126	126	126
2d mortgage.....	126	126	126	126	126	126
Hannibal & St. Joseph 115	115	115	115	115	115	115
Preferred.....	115	115	115	115	115	115
8s, Convertible.....	115	115	115	115	115	115
Houston & Tex. Cent. 94	91	91	91	91	91	91
1st Mortgage.....	91	91	91	91	91	91
Illinois Central.....	131	132	132	132	132	132
Lake Shore & Mich. So. 126	126	126	126	126	126	126
Consol. 7s.....	126	126	126	126	126	126
Consol. 7s, reg.....	126	126	126	126	126	126
2d Consolidated.....	126	126	126	126	126	126
Leh. & W. B. 7s, Con.....	126	126	126	126	126	126
Long Dock bonds.....	126	126	126	126	126	126
Louisville & Nashville.....	98	98	98	98	98	98
7s Consolidated.....	121	121	121	121	121	121
Manhattan.....	21	21	21	21	21	21
Metropolitan Elevated.....	87	87	87	87	87	87
1st Mortgage.....	87	87	87	87	87	87
Michigan Central.....	99	99	99	99	99	99
7s, 1902.....	94	94	94	94	94	94
M. S. and N. I. 1st, S. F.....	126	126	126	126	126	126
Morris and Essex.....	126	126	126	126	126	126
1st mortgage.....	126	126	126	126	126	126
2d mortgage.....	126	126	126	126	126	126
7s of 1871.....	126	126	126	126	126	126
7s, Convertible.....	126	126	126	126	126	126
7s, Consolidated.....	126	126	126	126	126	126
N. Y. Cent. & Hud. Riv. 143	143	143	143	143	143	143
6s, Sinking fund, 1882.....	112	112	112	112	112	112
6s, Sinking fund, 1887.....	112	112	112	112	112	112
1st mortgage.....	112	112	112	112	112	112
1st mortgage, reg.....	112	112	112	112	112	112
N. Y. Elevat. 110	110	110	110	110	110	110
1st mortgage.....	110	110	110	110	110	110
N. York and Harlem.....	110	110	110	110	110	110
1st mortgage.....	110	110	110	110	110	110
1st mortgage reg.....	110	110	110	110	110	110

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 23.

	Th. 22	F. 23	Sat. 24	M. 25	Tu. 27	W. 28
N. Y. Lake Erie & W.....	49	49	49	49	49	49
Preferred.....	49	49	49	49	49	49
2d Consolidated.....	103	103	103	103	103	103
New 2d 5s fund.....	100	100	100	100	100	100
N. Y. N. Haven & Hart 182	182	182	182	182	182	182
North Missouri 1st M.....	39	40	40	40	40	40
Northern Pacific.....	39	40	40	40	40	40
Preferred.....	39	40	40	40	40	40
Ohio and Mississippi.....	44	44	44	44	44	44
Preferred.....	44	44	44	44	44	44
2d mortgage.....	44	44	44	44	44	44
Consolidated 7s.....	44	44	44	44	44	44
Consol. Sinking fund.....	44	44	44	44	44	44
Pacific Mail S. S. Co. 51	51	51	51	51	51	51
Pacific R. R. of Mo.....	51	51	51	51	51	51
1st mortgage.....	51	51	51	51	51	51
2d mortgage.....	51	51	51	51	51	51
Panama.....	70	70	70	70	70	70
Philadelphia & Reading 70	70	70	70	70	70	70
Pitts., Ft. W. & Chi. 141	141	141	141	141	141	141
1st mortgage.....	141	141	141	141	141	141
2d mortgage.....	141	141	141	141	141	141
3d mortgage.....	141	141	141	141	141	141
Pullman Palace Car.....	14	14	14	14	14	14
Quicksilver Mining Co.....	14	14	14	14	14	14
Preferred.....	14	14	14	14	14	14
St. Louis & San Fran.....	74	74	74	74	74	74
Preferred.....	74	74	74	74	74	74
1st Preferred.....	107	107	107	107	107	107
St. L., Alton and T. H.....	91	91	91	91	91	91
Preferred.....	91	91	91	91	91	91
1st mortgage.....	91	91	91	91	91	91
2d mort. preferred.....	91	91	91	91	91	91
Income bonds.....	91	91	91	91	91	91
St. L., Iron Mt. & S.....	110	110	110	110	110	110
1st mortgage.....	110	110	110	110	110	110
2d mortgage.....	110	110	110	110	110	110
Tol. P. & War. 1st E. D.....	122	122	122	122	122	122
1st mort. West. Div.....	122	122	122	122	122	122
Union Pacific.....	122	122	122	122	122	122
1st mortgage.....	122	122	122	122	122	122
Land Grant 7s.....	118	118	118	118	118	118
Sinking Fund 5s.....	124	124	124	124	124	124
United States Express.....	70	70	70	70	70	70
Wabash.....	110	110	110	110	110	110
1st mortgage.....	110	110	110	110	110	110
2d mortgage.....	110	110	110	110	110	110
7s, Consolidated.....	10	10	10	10	10	10
St. Louis Division.....	111	111	111	111	111	111
Wabash, St. L. & Pac. 12	12	12	12	12	12	12
Preferred.....	94	94	94	94	94	94
New Mort. 1s.....	112	112	112	112	112	112
Wells-Fargo Express.....	134	134	134	134	134	134
Western Pacific bonds.....	111	111	111	111	111	111
Western Union Tel.....	88	88	88	88	88	88
7s, S. F. conv., 1900.....	100	100	100	100	100	100

Boston Stock Exchange.

Prices for the week ending Sept. 23.

	Th. 22	F. 23	Sat. 24	M. 25	Tu. 27	W. 28
Atch., Top. and Sap. Fr. 189	189	189	189	189	189	189
1st mortgage.....	189	189	189	189	189	189
2d mortgage.....	189	189	189	189	189	189
Land Grant 7s.....	189	189	189	189	189	189
Boston and Albany.....	112	112	112	112	112	112
7s, reg.....	112	112	112	112	112	112
Boston and Lowell.....	112	112	112	112	112	112
Boston and Maine.....	112	112	112	112	112	112
Boston and Providence.....	112	112	112	112	112	112
Boston, Hart. & Erie 7s.....	112	112	112	112	112	112
Burl. & Mo. R. L. G. 7s.....	112	112	112	112	112	112
Burl. & Mo. R. in Neb.....	112	112	112	112	112	112
6s, exempt.....	112	112	112	112	112	112
4s.....	112	112	112	112	112	112
Chl., Burl. and Quincy 100	101	101	101	101	101	101
7s.....	101	101	101	101	101	101
(In. Band & Clev. 100) 25	25	25	25	25	25	25
Concord 100.....	100	100	100	100	100	100
Connecticut River.....	46	46	46	46	46	46
Eastern.....	110	110	110	110	110	110
New 4s Bonds.....	110	110	110	110	110	110
Fitchburg.....	160	160	160	160	160	160
Kan. O., Top. & West.....	160	160	160	160	160	160
Michigan Central.....	160	160	160	160	160	160
N. Y. & New England.....	160	160	160	160	160	160
7s.....	118	118	118	118	118	118
Northern, N. H.....	118	118	118	118	118	118
Norwich and Worcester.....	118	118	118	118	118	118
Ogden & Lake Cham.....	118	118	118	118	118	118
Preferred.....	118	118	118	118	118	118
Old Colony.....	118	118	118	118	118	118
Ph., Wil. & Balt. 100	100	100	100	100	100	100
Portl'd, Sac. & Ports.....	100	100	100	100	100	100
Pueblo & Ark. Val.....	100	100	100	100	100	100
7s.....	100	100	100	100	100	100
Pullman Palace Car.....	100	100	100	100	100	100
Union Pacific.....	100	100	100	100	100	100
6s.....	100	100	100	100	100	100
Land Grant 7s.....	100	100	100	100	100	100
Sinking Fund 8s.....	100	100	100	100	100	100
Vermont and Canada.....	100	100	100	100	100	100
Vermont and Mass.....	100	100	100	100	100	100
Worcester and Nashua.....	100	100	100	100	100	100
Cambridge (Horse).....	100	100	100	100	100	100
Metropolitan 6s.....	100	100	100	100	100	100
Middlesex 6s.....	100	100	100	100	100	100
Cal. & Hecla Minn. Co.....	100	100	100	100	100	100
7s.....	100	100	100	100	100	100

Railway. Interest is due on Feb. 1 and Aug. 1, and the bonds may be registered at the option of the holders.

Pittsburg, Bradford and Buffalo Railroad—\$500,000 first mortgage gold six per cent bonds, dated March 17, 1881, and due April 1, 1911. These bonds are of the denomination of \$1,000, and pay interest at the rate of six per cent; the coupons being due April 1 and Oct. 1. Eight hundred of them have been issued, but only those numbered from 1 to 500, inclusive, have been listed.

Carolina Central Railroad Company—\$2,000,000 first mortgage six per cent bonds, Nos. 1 to 2,000, inclusive, dated Feb. 1, 1881, and payable July 1, 1920. These bonds are of the denomination of \$1,000 each, and bear interest at six per cent, payable in January and July. Of these bonds \$1,800,000 were issued under the agreement of reorganization, and the remainder, \$200,000, reserved for construction of new road, additional equipment, or other income producing property, and for no other purpose.

Northwestern Telegraph Company—\$1,250,000 seven per cent bonds, dated June 1, 1874, and payable January 1, 1894; also, 50,000 shares of the capital stock, \$50 each (\$2,500,000). The bonds are numbered from 1 to 2,500, inclusive, and are for \$500 each. This is a Wisconsin corporation which owns 8,000 mile of line and 15,000 miles of wire, and is operated by the Western Union Telegraph Company under a lease. By the terms of the lease the latter company pays the interest on the bonds, and guarantees the payment of dividends on the stock as follows: Four per cent per annum for the first year, four and one quarter for the second year, and an increase thereon of one-eighth of one per cent for each succeeding year so as to reach six per cent per annum for the sixteenth year, and continue thereafter at the rate of six per cent per annum during the term of the contract, such payments to be made on the first days of January and July in each year, commencing January 1, 1882. It is also stipulated that whenever, and as often as requested by the owner and holder of this stock, the Western Union Telegraph Company will indorse on the certificates an agreement to pay such proportion of the annual sum above stated as belongs to the amount of stock contained in the certificate.

International and Great Northern Railroad Company—additional \$450,000 first mortgage bonds, making total amount of first mortgage bonds "listed" \$7,154,000, and \$6,234,000 six per cent coupon bonds due September 1, 1909, to be issued in exchange for assented second mortgage income bonds that were listed June 4, 1881.

Atlantic and Pacific Railroad Company, Western Division—\$5,000,000 first mortgage six per cent coupon gold bonds of \$1,000 each, and \$3,750,000 income bonds with interest attached, in denominations of \$50, \$100, \$500 and \$1,000.

Sterling Mountain Railway Company—\$476,000 income (not exceeding seven per cent) bonds, interest payable February 1 each year, numbered from 1 to 476, of the denomination of \$1,000 each, dated May 2, 1881, and due July 7, 1895; issued to take up the same amount of

unengraved bonds dated July 7, 1864. These bonds are indorsed or guaranteed by the Sterling Iron and Railway Company.

Kentucky Central Railroad Company, \$5,500,000 capital stock, embracing 55,000 shares at \$100 each; and \$4,500,000 mortgage bonds. The bonds are numbered from 1 to 4,500, are of the denomination of \$1,000 each, and bear interest at six per cent, payable semi-annually. They are dated July 1, 1881, and due July 1, 1911, with the option on the part of the company to pay them in five years.

Evansville and Terre Haute Railroad Company—\$3,000,000 capital stock, in 60,000 shares of \$50 each; and \$3,500,000 first consolidated mortgage bonds. The bonds are numbered from 1 to 3,500, of the denomination of \$1,000 each, and bear interest at six per cent in gold. They are dated July 30, 1881; and mature July 1, 1921.

The Illinois Central Railroad Company has appointed the National Park Bank of New York registrar of its stock.

The following circular, calling in for redemption on the 24th of December next contain bonds of the loan of July 17 and August 5, 1881—continuous at 3 per cent from July 1, 1881—was issued from the Treasury Department at Washington on the 24th ult:

By virtue of the authority conferred by law upon the Secretary of the Treasury, notice is hereby given that the principal and accrued interest of the bonds herein below designated will be paid at the Treasury of the United States in the City of Washington, D. C., on the 24th day of December, 1881, and that the interest on said bonds will cease on thpt day, viz:

Registered bonds of the Acts of July 17 and August 5, 1861, continued during the pleasure of the Government under the terms of Circular No. 42, dated April 11, 1881, to bear interest at the rate of 3½ per cent per annum from July 1, 1881, as follows: \$50—No. 1,749 to No. 1,810, both inclusive; \$100—No. 12,431 to No. 12,700, both inclusive; \$500—No. 9,005 to No. 9,220, both inclusive; \$1,000—No. 44,573 to No. 45,720, both inclusive; \$5,000—No. 15,311 to No. 15,300, both inclusive; \$10,000—No. 25,790 to No. 27,860, both inclusive; total, \$20,000,000.

Many of the bonds originally included in the above numbers have been transferred and canceled, leaving outstanding the amount above stated. Parties transmitting bonds for redemption should address to the "Secretary of the Treasury, Loan Division, Washington, D. C." and all the bonds called by this circular should be assigned to the Secretary of the Treasury for redemption.

Where checks in payment are desired in favor of any one but the payee the bonds should be assigned to "The Secretary of the Treasury for redemption for account of—(here insert the name of the person or persons to whose order the check should be made payable.)"

The following circular for redemption of the United States three and one-half per cent bonds has also been issued:

Notice is hereby given that during the weeks ending October 1, 8, 15, 22 and 29, 1881, the Department will redeem at the office of the Assistant Treasurer of the United States, at New York, paying par and interest accrued to the date of redemption, any of the United States bonds continued to bear interest at three and one-half per centum per annum, called or uncalled, to an amount not exceeding two millions of dollars (2,000,000) in each week.

All the bonds specified in the above call are

sixes extended at three and a half per cent interest, and, as we learn from Washington, it is the intention of the Secretary of the Treasury to continue the purchase of bonds as the state of the finances may warrant, and to call in all the extended sixes before beginning upon the fives. Of the sixes there are now outstanding and bearing interest three and a half per cent \$178,000,000. The present call will reduce this amount to \$158,000,000, with a still further reduction depending upon the proportion of uncalled sixes which may be included in the weekly \$2,900,000 purchases. The reason given for the purchase of these bonds is that the Government can obtain them upon better terms than any other bonds, and prefers to let the banks pay the premium upon the four and a half per cents, rather than that the Treasury should do so.

It will be noticed that the above call for bonds embraces only those originally issued under acts of July 18 and August 5, 1861, and does not include any of the bonds issued under the act of March 3, 1863—though they may be of corresponding numbers.

The first \$2,000,000 of the extended six per cent bonds which the Secretary of the Treasury offered to purchase for the week ending October 1st have been supplied by Messrs. Fisk & Hatch at par and accrued interest—equal to 100½.

The closing quotations on Thursday were: Adams Express, 137½@138; American Express, 89½@90; American District Telegraph, 56½@58; Chicago, Burlington and Quincy, 159½@159¾; Canada Southern, 63¾@64; Chicago and Northwestern, 125¾@125¾; do. pref., —@138; Chicago and Alton, 130¼@131; Central of New Jersey, 95¾@95¾; Chicago and Rock Island, 137@137¾; Central Pacific, 94¼@94½; Chicago, Milwaukee and St. Paul, 112¼@112½; do. pref., 124¼@125½; Chicago, St. Louis and New Orleans, 77@80; Cleveland, Columbus, Cincinnati and Indianapolis, 97¼@97½; Columbus, Chicago and Indiana River, 21¼@21½; Delaware and Hudson Canal, 109@109½; Delaware, Lackawanna and Western, 127½@127¾; Hannibal and St. Joseph, 100@200; do. pref., 116½@117; Illinois Central, 131¼@131½; Lake Erie and Western, 51¼@—; Lake Shore and Michigan Southern, 124¼@124½; Metropolitan Elevated, 85¾@86; Manhattan Elevated, 20½@21; Michigan Central, 91½@91¾; New York Elevated, 109¼@110; New York, Lake Erie and Western, 45¼@45½; do. pref., 89@89½; New York Central and Hudson River, 142¼@142½; Ohio and Mississippi, 44¼@44½; Ohio Central, 28@28½; Texas and Pacific, 52¾@52¾; Union Pacific, 120¼@120½; United States Express, 69¼@70; Wells-Fargo Express, 132@135; Western Union Telegraph, 86@86½; Wabash, St. Louis and Pacific, 50¼@50½; do. pref., 91¼@91½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Colorado and Pacific 1st consol., 101; American Dock and Improvement, 7s; assented, 134; Boston and New York Air Line, 67; Chicago, St. Paul, Minneapolis and Omaha, 44½; do. pref., 107½; do. consol., 103½; Chesapeake and Ohio 1st pref., 43; do. 2d pref., 32; do. cur. int., 59½; do. 1st, series

B, 86½; Chicago, St. Louis and New Orleans, 77; Cedar Falls and Minnesota, 27; do. 1st, 116; Chicago and St. Paul, Southern Minnesota div. 1st, 106; Cleveland, Columbus, Cincinnati and Indianapolis consol., 125½; Columbus, Chicago and Indiana Central inc., 75½; Central Iowa 1st, 112½; Denver and Rio Grande, 87½; do. 1st, 117; do. 1st consols, 111; Dubuque and Sioux City, 88; Denver, South Park and Pacific 1st, 106; East Tennessee, Virginia and Georgia, 14½; do. pref., 28; do. inc., 58; Indiana, Bloomington and Western, 47½; Indianapolis, Decatur and Springfield, 2d inc., 65½; Jackson, Lansing and Saginaw 1st, 108½; Houston and Texas Central 2d, M. L., 130; do. gen'l mort., 106; Keokuk and Des Moines pref., 52; Kansas Pacific 1st consol., 106½; Hannibal and Central Missouri 1st, 112; Louisville, New Albany and Chicago 1st, 103; Lake Erie and Western, 52; do. 1st, 107½; do. inc., 72; Long Island, 52½; Louisville and Nashville gen'l mort. 6s, 106½; do. St. Louis div. 2d, 55; do. Cecilian branch 1st, 110; Lafayette, Bloomington and Muncie 1st, 108; Manhattan Beach, 27½; Marietta and Cincinnati 1st pref., 16; Mobile and Ohio, 36½; do. 1st debent., 97½; 2d debent., 71; do. new mort., 113; Missouri, Kansas and Texas, 42½; do. consol. 7s, 105½; do. 2d, 84; do. 6s, 89; Missouri Pacific, 107½; do. 1st consol., 107½; Milwaukee, Lake Shore and Western, 52½; do. 1st, 108½; Memphis and Charleston, 79½; Michigan Central 5s, 84; Metropolitan Elevated 2d, 88; Nashville, Chattanooga and St. Louis, 85½; do. 1st, 118½; New York, Ontario and Western, 33½; Northern Pacific 1st, 103; New Orleans Pacific 1st, 95; Ohio and Mississippi, Springfield div. 1st, 114; Ohio Central, 28½; do. 1st, 100½; do. inc., 56; Ohio Southern, 25½; do. 1st, 92½; Oregon Railway and Nav., 163; do. 1st, 110; Pennsylvania Co. 4½s, 108½; Peoria, Decatur and Evansville, 41½; do. Evansville div. inc., 80; Rome, Watertown and Ogdensburg 1st consol., 97; Richmond and Alleghany, 46; do. 1st, 108; Rochester and Pittsburgh, 32; do. inc., 45; St. Louis, Kansas City and Northern, R. E. 7s, 112½; St. Paul and Duluth, 33; St. Paul, Minneapolis and Manitoba, 103½; St. Louis and Iron Mountain 2d pref. inc., 99; do. 5s, 91½; do. Arkansas Branch 1st, 112; St. Louis, Alton and Terre Haute div. bonds, 62½; St. Paul and Sioux City 1st, 113; St. Louis and San Francisco 2d, class B, 94; Toledo, Delphos and Burlington, 25½; do. 1st, 94; do. inc., 48½; Texas and Pacific, 53; do. inc. L. G., 78; do. Rio Grande div. 1st, 92; Toledo, Peoria and Western 1st, 118; Union Pacific, Col. Trust 6s, 109½; Utah Southern Gen'l Mort. 7s, 109½; Wabash, St. Louis and Pacific, Chicago div. 5s, 95; Gen'l Mort. 6s, 100½.

Boston.—Atlantic and Pacific 6s, 100; do. Income 6s, 48½; Boston Land, 8½; Boston Water Power, 8½; Connotton Valley and Straitsville 7s, 84½; Central Iowa, 38; do. 1st pref., 67; Connotton Valley, 25; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 106; Chicago and West Michigan, 87; Chicago, Burlington and Quincy 4s, 91½; Flint and Pere Marquette, 31; do. pref., 101½; Kansas City, Fort Scott and Gulf 7s, 118; Kansas City, St. Joseph and Council Bluffs 7s, 119; Little Rock and Fort Smith, 76; Mexican Central Block, old Series, 110; do.

new, 92; do. 7s, 88; Massachusetts Central 6s, 99; Marquette, Houghton and Ontonagon pref., 118; New Mexico and Southern Pacific 7s, 117½; Ogdensburg and Lake Champlain consol. 6s, 102½; Republican Valley 6s, W. D., 106½; do. deferred, 122; Rutland pref., 28½; do. 6s, 104½; Sonora 1st, 95; Toledo, Delphos and Burlington, 12½; Wisconsin Central, 24; do. 2d series, 55; Atlantic Mining Co., 15; Allouez, 3½; Atlas, 25c; Brunswick Antimony, 7½; Crescent, 1½; Copper Falls, 2½; Dana, 45c; Duncan, 50c; Franklin, 13; Huron, 4½; Harshaw, 6½; National, 2½; Napa consol. Quicksilver, 6½; Osceola, 29½; Pewabic, 12½; Silver Islet, 30.

Philadelphia.—American Steamship Co. 6s, 111; Central Transportation, 43½; Catawissa new pref., 57; Elmira and Williamsport 5s, 101½; Huntingdon and Broad Top Mountain consol. mort. 5s, 95; Nesquehoning Valley, 57½; Pennsylvania Canal 6s, 101; People's Passenger Railway 5s, 102½; Philadelphia, Wilmington and Baltimore 4s, 98; Philadelphia and Reading Railroad scrip, 75; Texas and Pacific consol. mort. 6s, 100½; do. Rio Grande div. 6s, 92. The latest quotations are: City 6s, 110@124; do. free of tax, 127@130; do. 4s, new, 102@113; Pennsylvania State 6s, 3d series, 101½@101½; do. 5s, new, loan, 118@120; do. 4s, new, 110@114; Philadelphia and Reading R. R. 36@36½; do. consol. mort. 7s, coup. 125@—; do. reg., 125@—; do. mort. 6s, 122@125; do. 7s, 1893, 123@125; do. new, conv., —@69; United New Jersey R. R. and Canal, 190@190½; Buffalo, Pittsburgh and Western, 21½@22; Pittsburgh, Titusville and Buffalo 7s, 99@100; Camden and Amboy mort. 6s, 1889, 116@116½; Pennsylvania R. R., 66½@66½; do. general mort. coupon, 122@127; do. reg., 127@—; do. consol. mort; 6s, reg., —@128; Little Schuylkill R. R. 55½@56½; Morris Canal pref., 160@—; Schuylkill Navigation, 6@7; do. pref., 13@13½; do. 6s, 1882, 93@95. do. 1872, 107@—; Elmira and Williamsport pref., 56½@60; do. 6s, 110@—; do. 5s, 101@101½; Lehigh Coal and Navigation, 46½@46½; do. 6s, 1884, 107@—; do. R. R. loan, 115½@116½; do. Gold Loan, 115½@116½; do. consol. 7s, 119@120; Northern Pacific, 40½@40½; do. pref., 79½@79½; North Pennsylvania, 59½@60½; do. 6s, 105@—; do. 7s, 122½@123½; do. General mort. 7s, reg., 120@124; Philadelphia and Erie, 23@24; do. 7s, —@118; do. 5s, —@109; Minehill, 62@62½; Catawissa, —@21; do. pref., 56½@57½; do. new pref., 54½@55½; do. 7s, 1900, 118@—; Lehigh Valley 60½@60½; do. 6s, coupon, —@127; do. reg., —@127; do. 2d mort. 7s, 133½@134½; do. consol. mort. 118@122; Fifth and Sixth streets (horse), 136@150; Second and Third, 113@114; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 47½@50; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, 21½@22; Germantown, —@80; Union, 110@125; Lombard and South, 24½@25½; West Philadelphia, 110@—; People's 32½@33½; Continental, 105@108.

Baltimore.—Atlanta and Charlotte, 76½; do. 1st, 109½; Atlantic Coal, 1.30; Baltimore City 5s, 1894, 120; do. 5s, 1916, 127; do. 6s, 1900, new, 130; do. 6s, 1893, 118; do. 4s, 1920, 113½; Baltimore and Ohio 1st pref., 126; do. 2d pref., 121; Columbia and Greenville 2d, 94½; Central Ohio pref., 52; George's Creek Coal, 101; Maryland

Defense 6s, 106½; Norfolk and Western pref. 58½; Richmond and Danville 6s, 1885, 105; do. 1890, 109; Virginia Midland 1st pref., 71½; do. 2d pref., 65½; do. 2d mort., 109½; do. 3d mort., 90; do. 4th mort., 53; do. 5th mort., 93½; Virginia Peckers, 41. The latest quotations are: Atlanta and Charlotte, 75@76½; do. 1st, 109@109½; Baltimore and Ohio, 196@200; do. 6s, 1885, 110@112; Central Ohio 1st, 109@110; Columbia and Greenville 1st, 103@104; do. 2d, 94@95½; Citizens Passenger Railroad, 49½@—; City 4s, 1920, 112½@114; do. 5s, 1916, 127@—; do. 5s, 1894, 119@120; do. 6s, 1890, 117@—; Marietta and Cincinnati 1st, 122@123½; do. 2d, 89½@89½; do. 3d, 48@48½; Northern Central, 52½@53; do. 5s, 1926, 100½@—; do. 6s, 1904, gold, 113@114; Norfolk and Western pref., 58@58½; Ohio and Mississippi 2d, 120@125; do. Springfield division, 1st, 113½@114½; Richmond and Danville, 100@—; Virginia Midland 2d, 109@109½; do. 4th, 52@55; do. 5th, 93@93½; Virginia consols., 81@81½; do. consol. coupons, 92½@92½; do. 10-40s, 53@53½; Western Maryland 2d pref., 106@107.

The Sewanee Coal Company, lately organized at Nashville, Tenn., is the third company of this kind that has been organized in the past three months to work the Southern coal and iron fields, the others being the Birmingham Coal, Coke and Iron Company of Alabama and the Rising Fawn Company of Georgia. All these enterprises have a large capital to back them, the Sewanee having \$225,000, the Rising Fawn \$255,000 and the Birmingham Company \$2,000,000. Besides these another corporation, the Bethlehem Steel Works, of Pennsylvania, proposes to invest \$800,000 at Birmingham in works for the manufacture of Bessemer steel.

The Dedham (Mass.) Transcript says that surveys are now being made for a proposed new railroad through the country lying between the Woonsocket branch of the New York and New England Railroad and the Providence Railroad. The line now being surveyed starts from Dedham, running through the northerly part of Brookline, near Jamaica Pond and Brook Farm. Near the line between Newton and West Roxbury it crosses the Charles River into Needham, over what is called the Broad Meadows, passing up the valley of the Charles for some distance. It will thus run through Dover and Medfield, connecting at the latter point with the Mansfield and Framingham Railroad. Whether or not the survey will extend beyond Medfield, future movements of the surveyors will reveal.

Dividend Notices.

COUPONS OF THE CENTRAL PACIFIC RAILROAD COMPANY (San Joaquin Valley Branch) and of the **LAND BONDS**, due October 1, 1881, will be paid at the Banking House of FISK & HATCH, No. 5 Nassau street, New York.

C. P. Huntington, Vice-President.

COUPONS OF THE FIRST MORTGAGE BONDS OF the SOUTHERN PACIFIC RAILROAD COMPANY (of California), due October 1, 1881, will be paid at the office of the Company, Nos. 9 Nassau and 11 Pine sts., New York.

C. P. HUNTINGTON.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, September 27, 1881.

The Board of Directors of this Company have this day declared a quarterly dividend of TWO Per Cent upon its capital stock, payable on TUESDAY, the first day of November next, at this office. The transfer books will be closed at 3 o'clock, P. M., on Saturday, the first day of October next, and will be reopened on the morning of Friday, the fourth day of November next.

J. D. WORCESTER, Treasurer.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.
Albany and Susq. 100	13,500,000	J. & J.	Jan. '81	Little Schuylkill 100	2,446,100	J. & J.	July '81	Ware River 100	750,000	J. & J.	July '81
Anchorage 100	210,000	quarterly	Aug. '81	Louisville & Nashville 100	18,130,000	F. & A.	Aug. '81	Warren (N. J.) 100	1,800,000	A. & O.	Apr. '80
Atchafalpa & Santa Fe 100	10,400,000	quarterly	Aug. '81	Louisville & Nashville 100	18,130,000	F. & A.	Aug. '81	Warren Valley 100	225,000	J. & J.	Apr. '80
Atlanta and West Point 100	1,232,200	J. & J.	July '81	Lowell and Andover 100	500,000	J. & J.	July '81	Westchester & Phil. pref. 100	821,300	J. & J.	July '80
Atlantic and St. Law. 100	8,000,000	M. & S.	Sept. '81	Lowell and Lawrence 100	300,000	A. & O.	Apr. '78	West Jersey 100	1,559,750	F. & A.	Nov. '79
Augusta and Savannah 100	1,022,500	A. & O.	June '80	Lykens Valley 100	600,000	F. M. & N.	Feb. '79	Wilmington & Weldon 100	1,462,200	J. & D.	Nov. '79
von, Genesee & Mt. M. 100	225,000	J. & J.	Jan. '80	Manchester and Law. 100	1,000,000	M. & N.	May '81	Winchester & Potomac 100	180,000	J. & J.	Jan. '81
Baltimore and Ohio 100	14,218,900	M. & N.	May '81	Marietta & Cincinnati 50	1,495,912	—	—	Winchester & Strasburg 100	500,000	J. & J.	July '81
pref. 100	4,569,578	J. & J.	July '81	Massachusetts 1st pref. 50	3,130,719	M. & S.	Sep. '80	Worcester and Nashua 75	1,789,800	J. & J.	July '81
Washington Br. 100	1,650,000	A. & O.	Apr. '81	Massachusetts 2d pref. 50	4,460,588	M. & S.	Sep. '80				
Berkshire 100	800,000	quarterly	Apr. '81	Memphis & Charleston 25	5,812,725	F. & A.	Aug. '81				
Boston and Albany 100	20,000,000	quarterly	Sep. '81	Metropolitan Elevated 100	6,500,000	quarterly	Aug. '81				
Ill. & Olin, F. & N. Bed. 100	1,297,600	—	—	Michigan Central 100	18,738,204	quarterly	Aug. '81				
pref. 100	1,750,100	—	—	Middlesex Central 100	2,186,208	F. & A.	Aug. '81				
Agricultural Br. guar. 100	80,000	J. & D.	June '80	Mill Creek & Minehill 50	923,375	J. & J.	July '81				
Bost. & Olin, Mont. pref. 100	800,000	M. & N.	May '81	Mill Hill & Behnly Hav. 50	3,855,450	J. & J.	July '81				
Boston and Lowell 100	2,350,000	J. & J.	July '81	Missouri Pacific 100	2,414,800	quarterly	July '81				
Boston and Maine 100	6,921,274	M. & N.	May '81	Mobile & Montgomery 100	2,146,000	F. & A.	July '81				
Boston and Providence 100	4,000,000	M. & N.	May '81	Morris and Essex 50	15,000,000	J. & J.	July '81				
Attleboro and Barn. 100	151,700	J. & J.	July '81	Mountain & Erie 100	2,850,000	M. & N.	May '81				
Post, Revere & Lynn 100	800,000	J. & J.	July '81	Nashua and Lowell 100	1,805,500	A. & O.	Apr. '79				
Buffalo, N. Y. and Erie 100	980,000	J. & D.	June '81	Nashua and Rochester 100	1,520,000	J. & D.	Dec. '79				
Burl. & Mo. Riv. in N. H. 100	6,837,800	quarterly	Apr. '80	Nashville and Decatur 100	6,875,256	A. & O.	Oct. '81				
Camden and Atlantic 50	377,400	quarterly	Apr. '80	Nash, Chat. & St. Louis 25	6,875,256	A. & O.	Oct. '81				
pref. 50	381,925	J. & J.	July '81	Naugatuck 100	1,000,000	M. & S.	Sep. '80				
Camden & Burl. Co. 50	447,000	J. & D.	Oct. '80	Nesquehoning Valley 50	1,000,000	quarterly	July '80				
Orpe Kay and Millville 50	1,169,000	Oct. '80	Oct. '80	N. Castle & Beaver Val. 50	1,805,500	quarterly	Oct. '80				
Catawissa 50	2,200,000	M. & N.	May '81	N. Haven & Northamp. 100	1,418,800	quarterly	Oct. '80				
pref. 50	1,000,000	M. & N.	May '81	New London Northern 100	80,428,830	quarterly	Oct. '80				
2d pref. 50	582,116	F. M. & N.	Aug. '81	N. Y. Cen. & Hudson R. 100	8,500,000	J. & J.	July '81				
Cayuga and Susq. 100	6,850,400	F. M. & N.	Aug. '81	New York and Harlem 100	1,500,000	J. & J.	July '81				
Cedar Rapids & Mo. R. 100	709,000	F. A. & A.	Aug. '81	City Line 100	2,000,000	annually	Apr. '81				
pref. 100	709,000	F. A. & A.	Aug. '81	New York & Long Br. 100	2,000,000	quarterly	Apr. '81				
Central of Georgia 100	15,653,200	J. & J.	July '81	New York Elevated 100	6,500,000	quarterly	Apr. '81				
Central of New Jersey 100	2,426,000	J. & J.	July '81	N. Y. Lake Erie & West. 100	77,101,700	quarterly	Apr. '81				
Central Ohio 100	400,000	J. & J.	July '81	pref. 100	77,101,700	—	—				
Central Pacific 100	64,275,000	F. & A.	Aug. '81	N. Y. N. H. & Harf. 100	15,500,000	J. & J.	Jan. '81				
Chemung 100	880,000	quarterly	July '81	N. Y. Prov. & Boston 100	3,000,000	quarterly	Aug. '81				
Cheshire, preferred 100	3,155,300	J. & J.	July '81	Ning. Bridge & Oand. 100	1,000,000	M. & J.	July '80				
Chicago and Alton 100	10,065,400	M. & S.	Sept. '81	North Carolina 100	4,000,000	M. & N.	Mar. '80				
Chicago and Quincy 100	2,425,400	M. & S.	Sept. '81	N. Eastern (S. C.) pref. 100	96,000	M. & N.	Nov. '77				
Chicago, Burl. & Quincy 100	81,004,400	quarterly	Sep. '81	North Pennsylvania 100	4,827,150	quarterly	Aug. '81				
Chi. Clin. & Dub. & Minn. 100	6,164,000	A. & O.	July '81	Northern Central 100	5,842,000	J. & J.	July '81				
Chicago, Iowa & N. H. 100	1,018,000	J. & J.	July '81	Northern N. H. pref. 100	8,048,000	J. & D.	June '81				
Chi. Mil. and St. Paul. 100	15,404,261	A. & O.	Oct. '81	Northern New Jersey 100	1,000,000	J. & J.	July '77				
pref. 100	12,774,483	A. & O.	Oct. '81	Norwich & Worcester 100	2,604,400	J. & J.	July '81				
Chicago & N. Western 100	14,985,270	J. & D.	June '81	Ogdensb. & Champt. 100	2,077,000	J. & J.	July '81				
pref. 100	21,252,353	quarterly	June '81	pref. 100	2,000,000	A. & O.	Apr. '78				
Chicago, R. I. & Pacific 100	50,610,000	F. & A.	Aug. '81	Ohio and Mississippi 100	20,000,000	quarterly	Mar. '78				
Chicago & West Mich. 100	5,151,000	F. & A.	Feb. '81	Old Colony 100	4,080,000	J. & D.	Mar. '78				
Cin. Ham. & Dayton 100	3,900,000	A. & O.	Oct. '80	Oregon Railway & Nav. 100	7,133,800	J. & J.	July '81				
Cin. Sand. & Cleve. pref. 50	492,037	M. & N.	May '81	Oswego and Syracuse 100	4,435,000	quarterly	Aug. '81				
Cleve. Col. Cin. & Ind. 100	14,991,800	F. & A.	Feb. '81	Panama 100	82,450,000	F. & A.	Aug. '81				
Cleveland & Mahoning 100	2,067,600	M. & N.	Nov. '79	Paterson and Hudson 100	7,000,000	J. & J.	Aug. '81				
Cleveland & Pittsburgh 100	11,236,150	quarterly	Sep. '81	Paterson and Newark 100	632,000	J. & J.	July '81				
Columbus and Xenia 50	1,785,200	M. J. S. D.	Sep. '81	Paterson and Ramapo 100	280,000	J. & J.	July '81				
Colum. & Hocking Val. 100	5,600,000	F. & A.	Aug. '81	Peabody & Hightstown 50	842,150	M. & N.	July '81				
Concord 100	1,600,000	M. & N.	May '81	Pennsylvania 100	68,870,320	J. & J.	July '81				
Concord and Ports. 100	850,000	J. & D.	June '81	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '81				
Conn. & Passump. Riv. 100	2,175,700	F. & A.	Aug. '81	Philadelphia and Erie 100	6,004,300	J. & J.	July '81				
Connecticut River 100	1,200,000	J. & J.	July '81	Phil. Ger. & Norristown 100	2,430,000	J. & J.	Jan. '78				
Cumberland Valley 100	2,199,950	J. A. & J. O.	Jan. '81	Philadelphia & Reading 100	82,726,375	quarterly	Jan. '78				
1st pref. 50	241,900	A. & O.	Oct. '80	Phila. and Trenton 100	1,269,100	quarterly	Jan. '78				
2d pref. 50	241,900	A. & O.	Oct. '80	Phila. Wil. & Balt. 100	13,572,760	J. & J.	July '81				
Danbury and N. H. 100	600,000	quarterly	June '81	Pittsb. W. W. & Chi. 100	19,774,255	quarterly	July '81				
Dayton & Michigan 100	2,491,528	A. & O.	Oct. '81	Special Imp. 100	6,504,300	quarterly	July '81				
pref. 50	1,211,250	quarterly	July '81	Pittsfield & N. Adams 100	160,000	J. & J.	Jan. '80				
Delaware 100	1,230,950	J. & J.	Jan. '81	Pott. & Saco & Portem. 100	1,500,000	J. & J.	July '81				
Del. & Bound Brook 100	1,584,400	quarterly	Aug. '81	Profile and Franconia 100	2,000,000	Annual	Nov. '80				
Del. Lackaw. & West. 100	28,200,000	quarterly	July '81	Providence & Worcester 100	858,000	J. & J.	July '81				
Detroit, Lans. & Nor. 100	1,825,000	F. & A.	Aug. '80	Republic Valley 100	6,000,000	quarterly	Feb. '80				
pref. 100	3,638,353	F. & A.	Aug. '81	Rensselaer & Saratoga 100	1,775,750	J. & J.	Jan. '81				
Dubuque & Sioux City 100	6,000,000	A. & O.	Oct. '81	Rhode Island & Mass. 100	1,008,000	J. & J.	Jan. '81				
Dubuque Pennsylvania 100	1,309,200	J. & J.	July '81	Richmond & Petersb. 100	2,555,200	J. & J.	Jan. '78				
East Mahoning 100	302,950	J. & J.	July '81	Roch. & Genesee Val. 100	998,000	J. & J.	Jan. '78				
East Tenn. Va. & Ga. 100	6,000,000	A. & O.	Aug. '81	Rome, Watert. and Ogd. 100	2,965,200	J. & J.	July '78				
Eastern (Mass.) 100	4,997,000	J. & J.	July '81	Rutland preferred 100	4,163,700	F. & A.	Aug. '81				
Eastern (N. H.) 100	492,000	J. & D.	June '81	St. L. Al. & T. Haute 100	2,300,000	—	—				
Elk River 100	3,000,000	quarterly	Sep. '81	pref. 100	2,449,100	F. & A.	Feb. '81				
Elmira, Jof. & Canand. 100	800,000	Sept.	Sep. '80	St. L. 1 Mt. & South'n 100	14,345,950	F. & A.	Feb. '81				
Elmira & Williamsport 50	600,000	M. & N.	May '81	Salem and Lowell 100	2,438,500	M. & S.	Sep. '80				
pref. 50	600,000	J. & J.	July '81	Schuylkill Valley 100	576,000	J. & J.	July '81				
Erie and Pittsburgh 100	1,090,250	quarterly	Sep. '81	Seaboard and Roanoke 100	1,151,400	M. & N.	May '80				
Fitchburg 100	4,500,000	J. & J.	July '81	Shenandoah & Potomac 100	889,450	F. & A.	Aug. '80				
Frankfort and Kokomo 100	800,000	Oct. '77	Oct. '77	Shore Line 100	995,800	J. & J.	July '81				
Georgia 100	4,200,000	J. and J.	Oct. '81	Sioux C. & Pacific pref. 100	109,000	A. & O.	Apr. '80				
Hannibal & St. Jo. pref. 100	5,185,924	F. & A.	Aug. '81	South Branch (N. Y.) 100	439,300	J. & J.	July '79				
Harrisburg & Lancaster 50	1,182,800	J. & J.	Jan. '81	South Western (Ga.) 100	3,892,200	J. & D.	June '79				
Hemlockton, pref. 100	1,190,000	quarterly	July '81	Summit Bridge and Pitts. 100	444,700	J. & J.	July '79				
Illinois Central 100	39,000,000	M. & S.	Sep. '81	Summit Branch 100	4,125,000	F. & A.	Feb. '78				
Iowa Falls & Sioux City 100	4,625,000	quarterly	Sep. '81	Syr. Bingham. & N. Y. 100	2,004,000	J. & D.	Feb. '80				
Iowa Railroad Land Co 100	7,620,000	quarterly	Aug. '81	Terre Haute & Indiana 100	1,985,150	F. & A.	Aug. '81				
Jo. So. & Mo. Northern 100	600,000	quarterly	May '81	Troy and Boston 100	1,009,000	F. & A.	Feb. '80				
Jafferson, Mad. & Ind. 100	690,000	quarterly	May '81	United Pacific 100	83,745,000	quarterly	Oct. '81				
Joiet and Chicago 100	1,520,000	quarterly	May '80	United Cos. of N. Y. 100	20,490,400	quarterly	May '80				
Ken. City, Top. & West. 100	2,350,350	quarterly	Dec. '80	U. S. & Chesapeake & S. V. 100	4,000,000	M. & N.	July '80				
Kew. Ark. Central 100	600,000	J. & D.	Dec. '80	Union and Chesapeake River 100	1,968,000	J. & J.	Mar. '79				
Lake Shore & Mich. Co. 100	14,665,400	quarterly	Aug. '81	Utica and State 100	3,050,000	A. & O.	Apr. '81				
L. & N. Y. 100	333,530	F. & A.	Aug. '81	V. ad. St. L. & Pacific 100	20,000,000	quarterly	Aug. '81				
L. & N. Y. 100	420,000	quarterly	Oct. '81	pref. 100	20,000,000	quarterly	Aug. '81				
L. & N. Y. 100	232,547	quarterly	Oct. '81								
L. & N. Y. 100	100,000	quarterly	Oct. '81								
Little Miami 100	8,714,400	quarterly	Sep. '81								

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl. C. Rapids & Nor.:													
1880.....	184,316	165,170	183,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881.....	167,750	124,510	148,551	184,680	165,630	205,912							
Central Pacific:													
1879.....	1,059,166	1,056,691	1,280,272	1,406,500	1,579,591	1,443,088	1,458,833	1,555,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881.....	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,859,000	2,059,000					
Chicago and Alton:													
1879.....	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,577
1880.....	534,054	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,228
1881.....	487,890	461,641	511,415	548,675	538,860	616,935	671,466						
Chicago and Northwestern:													
1879.....	1,008,321	889,633	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,767,900	1,957,951	2,031,000	1,820,600	1,490,323	19,423,684
1881.....	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207					
Chicago, Burl. & Quincy													
1879.....	1,105,099	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,579	1,438,167	14,779,715
1880.....	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,311,690
Chicago, Mil. & St. Paul:													
1880.....	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,397	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881.....	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,563,000	1,678,000					
Chicago, St. Paul, Minn. & Omaha:													
1880.....	105,405	92,044	134,134	259,208	232,146	218,093	236,995						
1881.....	125,555	101,965	166,999	253,677	309,794	404,241	364,680						
Cin., Ind. St. L. and Chicago:													
1880.....	155,697	172,541	198,220	168,199	186,995	200,332	204,138						
1881.....	171,466	160,991	185,004	175,484	188,794	168,256	178,861						
Clev., Col., Cin. & Ind.:													
1880.....	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	437,824	426,227	368,714	348,092	4,440,514
1881.....	299,903	271,176	344,602	347,098	338,423	398,914	380,134						
Denver and Rio Grande:													
1880.....	124,093	128,291	168,961	164,882	191,695	295,455	372,190	396,472					
1881.....	307,476	317,681	398,493	433,212	514,767	584,230	548,281	606,193					
Hannibal & St. Joseph:													
1880.....	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212,896	209,068	240,359	204,116	257,241	2,537,954
1881.....	153,067	126,113	173,557	188,124	177,003	194,949	198,110						
Houston and Texas Central:													
1880.....	319,041	429,803	237,745	247,807	188,120	195,329	227,679	289,360					
1881.....	359,706	439,475	325,209	267,032	226,399	227,323	237,666	305,462					
Illinois Central:													
1880.....	1,952,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881.....	1,600,472	492,851	536,395	632,063	636,870	761,354	717,094	832,386					
Indiana, Bloomington and Western:													
1880.....	80,498	89,960	84,225	90,375	85,733	106,953	103,438	116,732					
1881.....	90,283	83,261	71,713	103,555	102,630	96,566	83,764	117,956					
Knoxville and Nashville:													
1880.....	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,491,345
1881.....	516,950	805,124	947,959	850,862	828,725	1,227,885	820,000						
Mobile and Ohio:													
1880.....	250,116	204,094	168,301	140,091	129,219	117,272	130,740	140,593					
1881.....	218,243	211,353	226,358	162,027	145,416	132,693	131,009	159,348					
Nashville, Chat. and St. L.:													
1880.....	205,633	191,154	169,457	155,466	158,839	144,130	151,594						
1881.....	178,143	190,866	207,710	183,525	164,430	154,549	150,430						
New York and New England:													
1880.....	164,233	149,907	183,845	179,689	183,701		210,257	249,885					
1881.....	189,749	173,614	212,019	212,869	215,371		246,821	267,515					
New York Central and Hudson River:													
1879.....	2,024,812	2,210,304	2,474,392	2,214,636	2,211,010	2,023,823	2,194,423	2,546,028	2,922,396	2,898,586	2,901,835	2,846,316	29,367,451
1880.....	2,593,613	2,317,931	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	2,095,198	3,047,541	2,833,403	33,615,416
1881.....	2,404,713	2,293,463	2,668,250										
New York, Lake Erie & Western:													
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880.....	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881.....	1,443,437	1,425,765	1,847,261	1,709,087	1,776,591	1,794,982	1,787,081						
Northern Central:													
1880.....	334,494	330,860	415,325	386,136	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881.....	386,157	382,657	452,906	457,173	465,588	487,287	440,811						
Northern Pacific:													
1880.....	81,212	77,259	119,357	186,075	217,613	253,105	241,277						
1881.....	109,805	79,976	143,835	214,755	299,880	368,276	404,180						
Philadelphia and Erie:													
1880.....	224,307	245,372	327,678	334,947	311,470	331,024	308,699						
1881.....	224,303	225,561	285,573	293,323	343,742	350,585	291,669						
Philadelphia and Reading:													
1879.....	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,558	1,325,780	13,621,239
1880.....	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794			
St. Louis and San Francisco:													
1880.....	195,695	199,644	197,470	174,503	175,864	173,148	213,955						
1881.....	212,435	178,234	263,050	265,299	283,399	260,254	252,333						
St. Louis, Alton and Terre Haute:													
1880.....	153,139	163,737	168,994	155,462	147,923								
1881.....	169,458	170,418	204,009	194,776	163,285								
St. Louis, I. Mt. & South'n:													
1880.....	555,933	490,195	451,560	408,241	349,053	353,484	442,555	565,869	661,400	678,200	626,725	665,100	6,258,41
1881.....	570,957	560,791	692,023	535,042	480,300	468,400	517,340	632,529					
St. Paul, Minn. and Man:													
1880.....	180,239	137,645	261,798	333,014	261,599	213,407	272,089	252,579					
1881.....	254,187	159,482	320,963	425,686	382,542	405,322	387,488	414,954					
Union Pacific Railway:													
1880.....	1,433,636	1,393,992	1,730,509	1,937,220	2,037,269	1,929,529	1,934,215						
1881.....	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	2,528,836						
Wash., St. Louis & Pacific:													
1880.....	776,790	759,461	973,629	692,024	945,773	953,468	1,066,742	1,185,225	1,177,134	1,224,475	1,128,616	962,663	12,336,15
1881.....	811,617	815,929	1,119,591	1,073,482	1,147,660	1,308,993	1,131,761	1,542,838					

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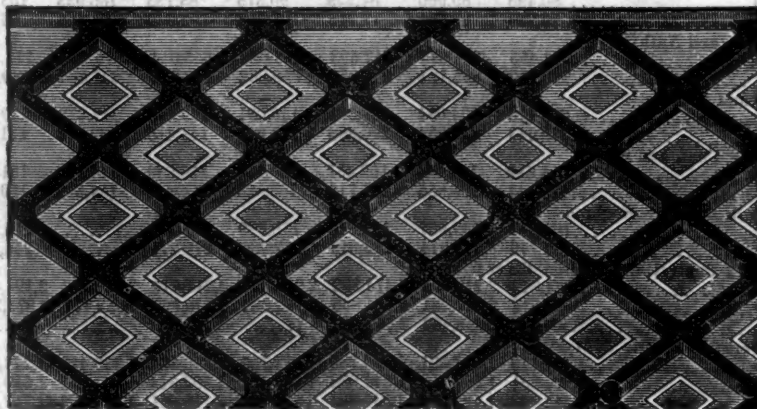
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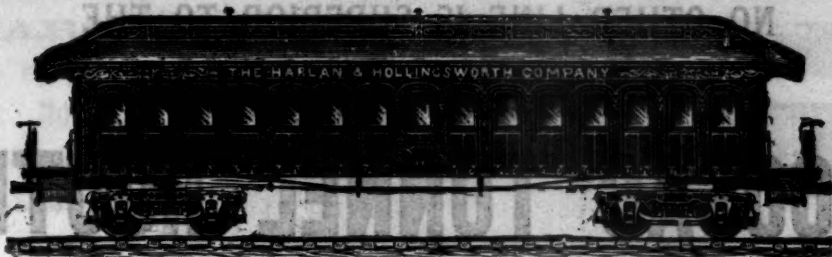
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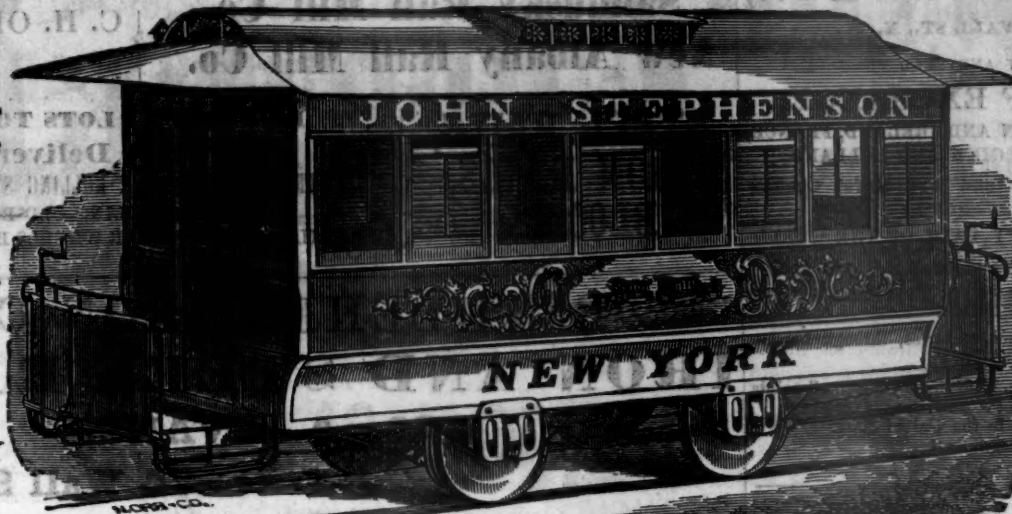
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